

**Shire of Serpentine-Jarrahdale**

**Town Planning Scheme No. 2  
Amendment No. 209**

**Mundijong Urban and West Mundijong Industrial  
Development Contribution Plan Reports**

**Scheme Amendment**

**May 2020**

**Resolution to prepare or adopt a Local Planning Scheme Amendment**

Regulation 35(1)

*Planning and Development Act 2005*

**RESOLUTION TO ADOPT AMENDMENT TO LOCAL PLANNING SCHEME**

SHIRE OF SERPENTINE JARRAHDAL LOCAL PLANNING SCHEME NO. 2

AMENDMENT NO. 209

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

1. Replacing the text in "Appendix 10B - West Mundijong Industrial Development Contribution Area – Scheme Development Contribution, with:

Development contribution area name	<b>10B - West Mundijong Industrial</b>
Reference number on Scheme Map(s)	<b>DCA2</b>
Boundary of development contribution area	Refer Scheme Map(s)
Relationship to other planning instruments	The development contribution plan generally aligns with the district and/or local structure plans (as approved) prepared for the development contribution area.
Items	<p><b>Mundijong Road</b> (West) between Kargotich Road and the Tonkin Highway reservation -</p> <ul style="list-style-type: none"> <li>• Land required over and above the standard 20m road reserve to achieve a 40-metre-wide road reserve;</li> <li>• Earthworks for the whole road reserve;</li> <li>• The construction and upgrade of one carriageway;</li> <li>• Associated drainage works including water sensitive urban design measures;</li> <li>• Traffic control devices including intersection treatments incorporating slip lanes and associated works (to be confirmed by MRWA);</li> <li>• Shared paths;</li> <li>• Utility removal, relocation and insertion; and</li> <li>• Associated costs including design, administration, and management.</li> </ul> <p><b>Kargotich Road</b> between the freight rail crossing and Mundijong Road -</p> <ul style="list-style-type: none"> <li>• Land required over and above the standard 20m road reserve to achieve a 30-metre-wide road reserve;</li> <li>• Earthworks for the whole road reserve;</li> </ul>

- Complete road construction based on a single lane split carriageway with central median.
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments incorporating slip lanes and associated works;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design, administration, and management.

**Bishop Road (West)** between Kargotich Road and Tonkin Highway reservation-

- Land required over and above the standard 20m road reserve to achieve a 30-metre-wide road reserve;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median.
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including one set of traffic lights, intersection treatments incorporating slip lanes and associated works;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design, administration, and management

**North South Spine Road** between Bishop Road and Mundijong Road.

- Land required to achieve a 30-metre-wide road reserve;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median;
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments incorporating slip lanes and associated works;
- Shared paths; and,
- Associated costs including design, administration, and management.

**Land for drainage** - All land required for district drainage purposes.

**Administrative-** All expended and estimated future costs associated with administration, planning, review and development of the District Structure Plan, District Water Management Plan/s, preparation and implementation of the West Mundijong Industrial Development Contribution Plan and any technical documents necessary for the implementation of the above, including:

- Planning studies;

	<ul style="list-style-type: none"> <li>• Traffic studies;</li> <li>• Drainage studies;</li> <li>• Road design costs where not allocated to specific roads items under the DCP;</li> <li>• Other related technical and professional studies;</li> <li>• Legal Costs</li> <li>• Valuations and cost review estimates</li> <li>• Borrowing costs (including loan repayments); and</li> <li>• Scheme Management Costs (including administration and management of the Development Contribution Plan).</li> </ul>
Contribution methodology	<p>A Cost Contribution rate is to be calculated on a per hectare or square metre basis.</p> <p>The formula for calculating cost contributions on a per hectare basis is as follows: Total Costs Outstanding / Total Remaining Developable Land = Contribution cost per hectare</p> <p>To ensure costs remain current between Cost Reviews all costs will be calculated on a daily basis based upon an annual escalation rate to be established through the Cost Review.</p> <p>The weighted escalation rate (ER) is detailed below:</p> <p>ER = (%IC/TC x IER) + (%LV/TC x LVER) + (%AC/TC x AER) Where:</p> <ul style="list-style-type: none"> <li>• ER - is the weighted Escalation Rate;</li> <li>• DER - is the daily escalation rate (ER/365);</li> <li>• IC - is the estimated Infrastructure Cost;</li> <li>• LV - is the estimated Land Value;</li> <li>• AC - is the estimated Administration Cost</li> <li>• TC - is the Total Cost being IC + LV + AC;</li> <li>• IER - is the Infrastructure Escalation Rate;</li> <li>• LVER - is the Land Value Escalation Rate;</li> <li>• AER - is the Administration Escalation Rate; and</li> <li>• D - is the number of days since the last cost review.</li> </ul> <p>The start date for daily escalation is the review date for the prevailing Cost Review.</p>
Period of operation	10 Years
Review Process	<p>The Plan will be reviewed when considered appropriate, though not exceeding a period of five years duration, having regard to the rate of subsequent development in the catchment area since the last review and the degree of development potential still existing.</p> <p>The estimated costs will be reviewed at least annually to reflect changes in funding, indexing and revisions to remaining infrastructure or land costs. Revisions to costs of infrastructure and value of land will be undertaken by a suitably qualified person, as referred to in clause 9.3.11.3 of TPS2.</p>

	Contribution values will be adjusted to reflect these changes to estimated costs, as well as taking into account any adjustment for the DCP fund being in surplus or deficit (revenue received versus expenditure incurred).
Priority and timing of infrastructure provision	Refer to annual Development Contribution Plan Report

2. Adding a new entry into Appendix 10; 10C - Mundijong Urban Development Contribution Area – Scheme Development Contribution'

Development contribution area name	<b>10C - Mundijong Urban</b>
Reference number on Scheme Map(s)	<b>DCA 3</b>
Boundary of development contribution area	Refer Scheme Map(s)
Items	<p><b>Paterson Street/Soldiers Road</b> upgrade between Bishop Road and Mundijong Road:</p> <ul style="list-style-type: none"> <li>• Land required over and above the standard 20m road reserve to achieve a road reserve of up to 30m in width;</li> <li>• Earthworks for the whole road reserve;</li> <li>• Complete road construction based on a single lane split carriageway with central median;</li> <li>• Associated drainage works including water sensitive urban design measures;</li> <li>• Traffic control devices including intersection treatments and associated works;</li> <li>• Construction of one grade-separated rail crossing;</li> <li>• Shared paths;</li> <li>• Utility removal, relocation and insertion;</li> <li>• Associated costs including design, administration and management.</li> </ul> <p><b>Bishop Road</b> (East) upgrade between Kargotich Road and Soldiers Road:</p> <ul style="list-style-type: none"> <li>• Land required over and above the standard 20m road reserve to achieve the proposed 35.6m road reserve;</li> <li>• Earthworks for the whole road reserve;</li> <li>• Complete road construction based on both a duel lane and single lane split carriageway with central median, at various connections;</li> <li>• Associated drainage works including water sensitive urban design measures;</li> <li>• Traffic control devices including one set of traffic lights and one roundabout;</li> <li>• Upgrade of one existing at-grade rail crossing;</li> <li>• Shared paths;</li> </ul>

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

**Taylor Road/Adams Street** upgrade between Bishop Road and Mundijong Road:

- Land required over and above a standard 20m road reserve to achieve the proposed 30 and 35 metre road reserve;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median.
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments and associated works;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design, administration and management.

**Mundijong Road (East)/Watkins Road** upgrade between Kargotich Road and South Western Highway:

- Land required over and above a standard 20m road reserve to achieve the required 25 to 35m road reserve;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median;
- Associated drainage works including water sensitive urban design measures;
- Construction of one grade-separated rail crossing);
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management.

**Town Centre Distributor Road** (Whitby New Street) construction between Taylor Road and South Western Highway:

- Land required over and above a standard 20m road reserve width to achieve a road reserve of 30m and 35m in width;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median;
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments and associated works;
- Construction of one grade-separated rail crossing;
- Costs associated with one rail crossing closure (Keirnan Street);
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management.

**North-South Road** construction between Watkins Road and the Town Centre Distributor Road:

- Land required over and above a standard 20m road reserve to achieve a road reserve up to 30 metres in width
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median;
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments and associated works;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management.

**Galvin Road New (Evelyn Street/Galvin Road/Kiernan St)**

construction between Paterson Street and South Western

Highway:

- Land required over and above the standard 20m road reserve to achieve the proposed 30 metre road reserve;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median.
- Associated drainage works including water sensitive measures;
- Traffic control devices including intersection treatments and associated works;
- Construction of one grade-separated rail crossing;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design, administration and management.

**Skyline Boulevard** construction between Bishop Road and

Tinspar Avenue:

- Land required over and above a standard 20m road reserve to achieve a road reserve up to 30 metres in width
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median;
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments and associated works;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management

**Tinspar Avenue** construction between Skyline Boulevard and South Western Highway:

- Land required over and above a standard 20m road reserve to achieve a road reserve up to 30 metres in width

- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median;
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments and associated works;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management.

**Grade Separation - Soldiers Road & Town Centre Distributor Road**

Constructed as one project, with road bridge structures over the single rail line including the following costs:

- Construction costs;
- Design Costs;
- Authority Costs;
- Land acquisition costs;
- Owner costs;
- Project management costs;
- Compensation costs associated with shutdown of rail disruption of works; and
- Contingency sums.

**Grade Separation - Mundijong / Watkins Road existing rail crossing with a future crossing at Galvin Road New**

A rail bridge over the two road crossings including the following costs:

- Construction costs;
- Design Costs;
- Authority Costs;
- Land acquisition costs;
- Owner costs;
- Project management costs;
- Compensation costs associated with shutdown of rail disruption of works; and
- Contingency sums.

**Whitby High School District Sporting Space (LSP Precinct A)**

Improvements for a single playing field with minimum dimension of 205m x 175m with costs shared with the Department of Education:

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

**Kiernan Park Stage 3 District Sporting Space (LSP Precinct C)**

Improvements for two playing fields, each having minimum dimension of 205m x 175m:

- Earthworks;
- Grassing;



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

**Mundijong High School District Sporting Space (LSP Precinct G)**

Improvements for a single playing field with a minimum dimension of 205m x 175m with costs shared with the Department of Education:

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

**Whitby North Primary School Neighbourhood Open Space (LSP Precinct A)**

Improvements for a single playing field with a minimum dimension of 205m x 175m with costs shared with the Department of Education:

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

**Adams St / Cockram St Primary School Neighbourhood Open Space (LSP Precinct E1)**

Improvements for a single playing field with a minimum dimension of 205m x 175m with costs shared with the Department of Education:

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

**Taylor Road/Scott Road Primary School Neighbourhood Open Space (LSP Precinct G)**

Improvements for a single playing field with a minimum dimension of 205m x 175m with costs shared with the Department of Education:

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

**Land for District Open Space, Public Open Space, and Drainage:**

All land required for district open space, public open space and/or drainage purposes.

**Water Monitoring:**

All expended and estimated future costs for the post development water monitoring programme required by the Mundijong Drainage and Water Management Plan.

	<p><b>Administrative:</b> All expended and estimated future costs associated with administration, planning, review and development of the District Structure Plan, District Water Management Plan/s, preparation and implementation of the Mundijong Urban Development Contribution Plan and any technical documents necessary for the implementation of the above, including:</p> <ul style="list-style-type: none"> <li>• Planning studies;</li> <li>• Traffic studies;</li> <li>• Drainage studies;</li> <li>• Road design costs where not allocated to specific roads items under the DCP;</li> <li>• Other related technical and professional studies;</li> <li>• Legal Costs;</li> <li>• Valuations;</li> <li>• Borrowing costs (including loan repayments); and</li> <li>• Scheme Management Costs (including administration and management of the DCP).</li> </ul>
<p>Contribution methodology</p>	<p>A Cost Contribution rate is to be calculated on a per lot/dwelling basis for those Precincts identified in the DSP and the infrastructure and land items outlined above.</p> <p>A Cost Review is to be undertaken at least annually at which time the Contribution Rate will be established based on:</p> <ol style="list-style-type: none"> <li>(a) Summary of Costs.</li> <li>(b) Estimated Future Lot Yield by approved Local Structure Plan by Precinct.</li> <li>(c) Estimated Future Lot Yield by intended local Structure Plan by Precinct.</li> <li>(d) Contribution Rate Per Lot By cost Item.</li> <li>(e) Outstanding Cost of Completed Works (Expenditure on All Cost Items - Value of All Contributions Received).</li> <li>(f) Infrastructure Cost Escalator.</li> <li>(g) Land Value Escalator.</li> <li>(h) Administration Cost Escalator.</li> <li>(i) Precinct Daily Escalation Rate.</li> </ol> <p>To ensure costs remain current between Cost Reviews all costs will be calculated on a daily basis based upon an annual escalation rate to be established through the Cost Review.</p> <p>The weighted escalation rate (ER) is detailed below:</p> <p>ER = (%IC/TC x IER) + (%LV/TC x LVER) + (%AC/TC x AER) where:</p> <ul style="list-style-type: none"> <li>• ER - is the weighted Escalation Rate;</li> <li>• DER - is the daily escalation rate (ER/365);</li> <li>• IC - is the estimated Infrastructure Cost;</li> <li>• LV - is the estimated Land Value;</li> <li>• AC - is the estimated Administration Cost</li> <li>• TC - is the Total Cost being IC + LV + AC;</li> </ul>

	<ul style="list-style-type: none"> <li>• IER - is the Infrastructure Escalation Rate;</li> <li>• LVER - is the Land Value Escalation Rate;</li> <li>• AER - is the Administration Escalation Rate; and</li> <li>• D - is the number of days since the last cost review.</li> </ul>
	<p>The start date for daily escalation is the review date for the prevailing Cost Review.</p> <p>R25 zoning (350m<sup>2</sup> average dwelling) has been selected as the most appropriate for the Mundijong Urban area, given the current and forecasted trends for subdivision applications, and high likelihood that much of the development will cater towards first-time homebuyers.</p> <p>The Contribution Rate is to be applied as follows where DER is the daily escalation rate, D is the number of days since the last cost review and the R25 potential is the developable site/lot area divided by 350m<sup>2</sup>:</p> <p><i>(i) Standard residential subdivision or development</i></p> <p>The number of additional dwellings/lots being created at the time of subdivision/development multiplied by the applicable development contribution rate.</p> <p>(Contribution rate per lot/dwelling x DER x D) x number of additional lots or dwellings being created = Required development contribution</p> <p><i>(ii) Non-standard residential subdivision or development (e.g. Lifestyle village, retirement village, caravan park, park home estate or similar).</i></p> <p>The number of additional dwellings, residential units or similar created at the time of subdivision/development multiplied by the applicable development contribution rate.</p> <p>(Contribution rate per lot/dwelling x DER x D) x number of additional lots or dwellings being created = Required development contribution</p> <p><i>(iii) Non-residential subdivision or development</i></p> <p>The R25 subdivision/development potential of the site (minus the equivalent of one lot or dwelling) multiplied by the applicable development contribution rate.</p> <p>(Contribution rate per lot/dwelling x DER x D) x (R25 subdivision/development potential of the site – the equivalent of one lot or one dwelling) = Required development contribution</p> <p>For private education establishments and associated development, provided a shared use agreement for public access to district open space is agreed to the satisfaction of the</p>

	<p>Shire, development contributions shall be levied at the 0.3 percent of the total development costs of the site, as agreed with the Shire based on the building licence application. Otherwise calculations will be levied based on the R25 subdivision/development potential of the site.</p> <p><i>(iv) Mixed-use development</i></p> <p>The R25 subdivision/development potential of the site, or the actual number of lots/dwellings being created at the time of subdivision/development, whichever is the greater (minus the equivalent of one lot or dwelling), multiplied by the applicable development contribution rate.</p> <p>Based on the R25 site calculation</p> <p>(Precinct contribution rate per lot/dwelling x DER x D) x (R25 subdivision/development potential of the site - the equivalent of one lot or one dwelling) = Required contribution rate</p> <p>Based on the number of dwellings</p> <p>(Precinct contribution rate per lot/dwelling x DER x D) x (actual number of residential lots/dwellings being created - the first dwelling being created) = Required development contribution</p>
Period of operation	20 years
Priority and timing of infrastructure provision	Refer development contribution plan report (as revised from time to time).
Review Process	<p>The Plan will be reviewed when considered appropriate, though not exceeding a period of five years duration, having regard to the rate of subsequent development in the catchment area since the last review and the degree of development potential still existing.</p> <p>The estimated costs will be reviewed at least annually to reflect changes in funding, indexing and revisions to remaining infrastructure or land costs. Revisions to costs of Infrastructure and value of land will be undertaken by a suitably qualified person, as referred to in clause 9.3.11.3 of TPS2.</p> <p>Contribution values will be adjusted to reflect these changes to estimated costs, as well as taking into account any adjustment for the DCP fund being in surplus or deficit (revenue received versus expenditure incurred).</p>

3. Inserting the DCA3 boundary into the Scheme Maps as shown on the proposed Zoning Map ('Plan No. 10C – Mundijong Urban Traditional Infrastructure Development Contribution Area');

4. Inserting Plan No. 10C – Mundijong Urban Traditional Infrastructure Contribution Area into Appendix 10; and
5. Amending the Scheme Map to show the new DCA3 boundary accordingly.

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

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

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 2020

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**P MARTIN**  
**CHIEF EXECUTIVE OFFICER**

## **Scheme Amendment Report**

### **1 INTRODUCTION**

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

Provision 1 of Development Area 1, and Provision 1 of Development Area 2, listed under Shire of Serpentine Jarrahdale Town Planning Scheme No. 2, provides that a single District Structure Plan is to be adopted to guide subdivision and development and will cover the areas of Development Areas No. 1 and 2. This updated Draft District Structure Plan, adopted by Council for advertising at the 17 December 2018 meeting, represents the latest version of the District Structure Plan and is advertised concurrently, though independently, to this amendment, for community consultation in its draft form. If Council adopts this Draft District Structure Plan following advertising, it will become the latest version of the single District Structure Plan, in accordance with Provision 1 of Development Area 1, and Provision 1 of Development Area 2.

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

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

### **2 BACKGROUND**

The current Mundijong Structure Plan (MDSP) was prepared in 2010 to provide high-level strategic guidance on future planning and development in the Mundijong and Whitby localities. Since the preparation of this document, the Shire has undergone a significant amount of change due to exponential population growth.

In addition, in 2015 the then Department of Planning released the draft Perth and Peel@3.5 million strategic planning frameworks. This strategy identified that the Shire was projected to accommodate an additional 90,000 people (113,000 in total). SJ 2050, the Shire's high-level strategic vision, explored how best to distribute this population. It was determined that approximately 50,000 people would call the Mundijong Urban Cell (Mundijong and Whitby localities) home. This would result in a population more than 20 times larger than the existing population in Mundijong.

The above has resulted in the need to update the existing MDSP with the proposed CAMDSP, to ensure it provides clear direction for the future planning and development of Mundijong and surrounds.

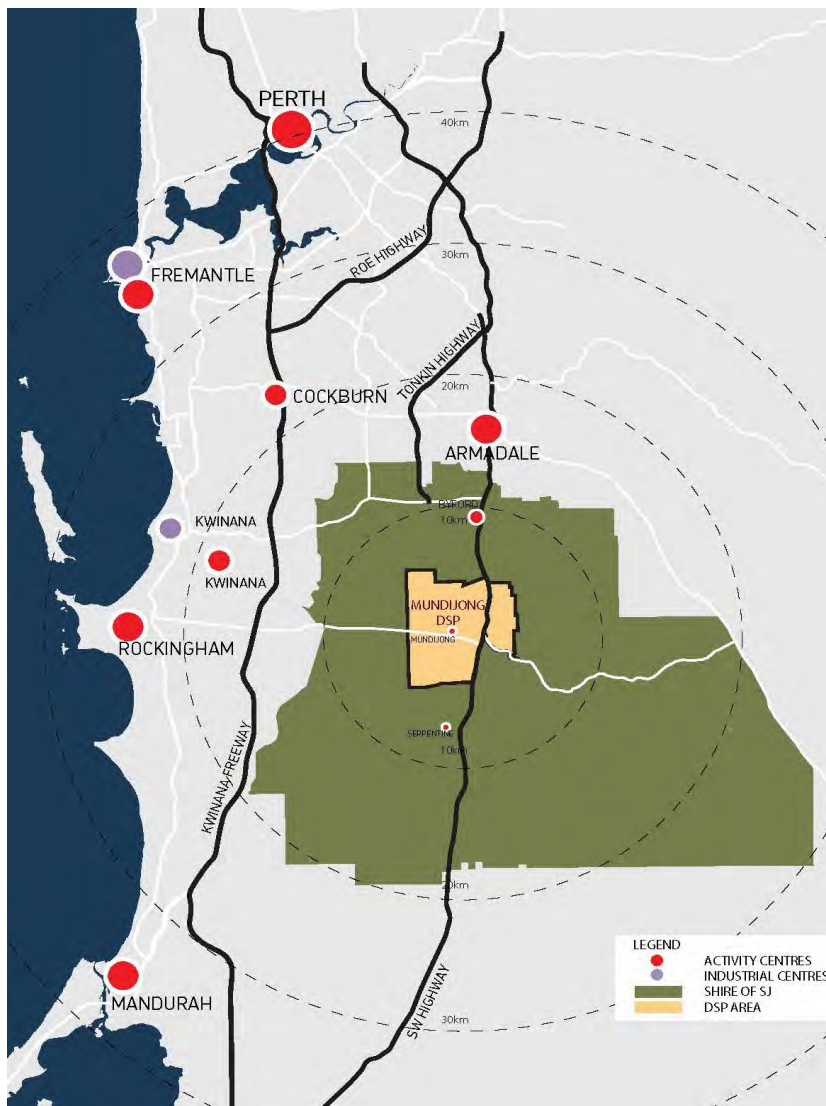
The purpose of this proposed amendment is to facilitate implementation of the MDSP, this includes updated scheme provisions in TPS2, and preparation of a Developer Contribution Plan for the Mundijong Urban area. This will allow for the delivery of essential infrastructure required for the growing population of Mundijong.

### 3 Site Description

#### 3.1 Location

The Mundijong development area is located within the Shire of Serpentine Jarrahdale and is generally bound by Bishop Road and the South West Freight Rail Reservation to the north, Mundijong Road and Watkins Road to the south, South Western Highway to the east and Tonkin Highway reserve to the west. As illustrated on Figure 1 Mundijong is located approximately 40km southeast of the Perth CBD, 16km south of Armadale, and 25km east of Rockingham.

Figure 1: Regional Context



### 3.2 Land Use

The scheme amendment will apply to the proposed CAMDSP area (Figure 2), which is the area north-south between Orton Road and Lowlands Road, and east-west between the Darling Ranges foothills and Tonkin Highway reserve within the Shire of Serpentine Jarrahdale. The proposed CAMDSP area includes the suburbs of Mundijong and Whitby, and parts of Cardup and Mardella.

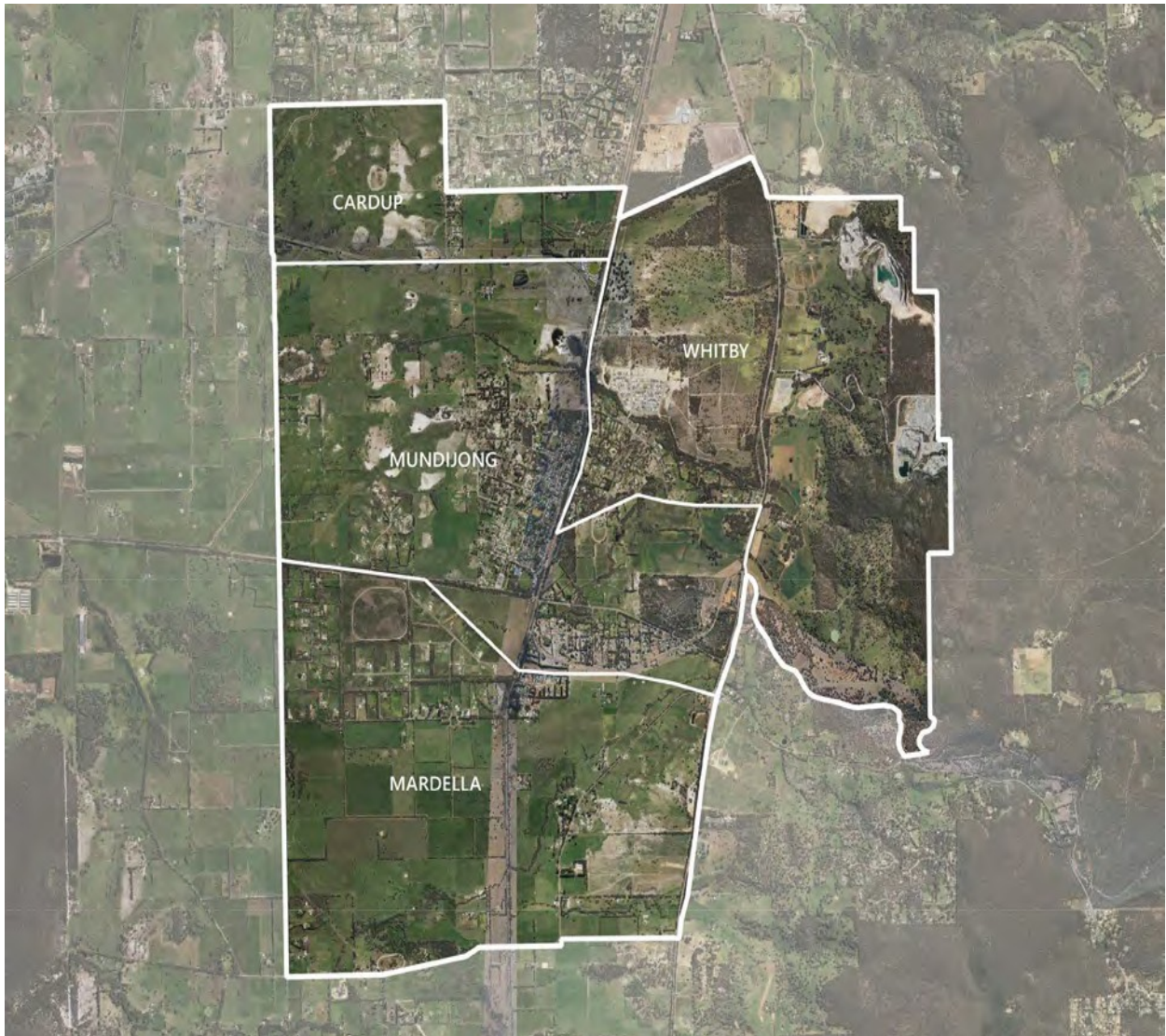


Figure 2: Proposed Mundijong District Structure Plan Area



Existing land within the CAMDSP area is comprised primarily of rural and rural residential land. Urban development is currently limited to the Mundijong Town Centre along Paterson Street and parts of Whitby where new greenfield land subdivision has commenced. The Mundijong Town Centre contains a range of uses which include the location of the Shire Administration offices and a number of community facilities (e.g. library and community centre).

## **4 STRATEGIC PLANNING CONSIDERATIONS**

### **4.1 Perth and Peel @ 3.5 Million (2018)**

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

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

The Shire of Serpentine Jarrahdale is guided by the South Metropolitan Peel Sub-Regional Framework. The framework outlines that the Shire has a population target of 113,060 by 2050, including a need for 1,370 infill dwellings. This significant population growth requires careful coordination to ensure quality and sustainable development in the Shire is achieved. Mundijong is identified in the sub regional framework as a district level activity centre, highlighting the importance of its role as a place for people to live, work and play.

### **4.2 SJ 2050 Vision**

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

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

The SJ 2050 spatial framework identifies that Mundijong will accommodate approximately 50,000 people, this significant growth resulted in the need to review and update the existing Mundijong District Structure Plan.

### **4.3 Shire of Serpentine Jarrahdale Draft Local Planning Strategy**

The Shire of Serpentine Jarrahdale Draft Local Planning Strategy sets out long term planning direction and provides the rationale for the zones and other provisions of the draft Shire of Serpentine Jarrahdale Local Planning Scheme No.3. The Local Planning Strategy outlines the general aims and intentions for future long- term growth and change within the

Shire of Serpentine Jarrahdale. A key component of the Strategy is the Strategic Plan, which includes land use categories that have been guided by the overall vision, principles and objectives of the Strategy.

The draft Local Planning Strategy aligns with SJ 2050 by planning for a future Mundijong population of up to 50,000 people, to facilitate this growth the following objectives were developed:

- Achieve a diversity of housing types to provide choice, adaptability and to accommodate a range of incomes, households and life stages and to deliver housing product which will attract people to live in Mundijong;
- Achieve distinctive urban precincts within Mundijong;
- Integrate new housing and urban development with the older urban development patterns and housing as well as natural areas in a sensitive manner; and
- Encourage urban development and housing to be environmentally sustainable and resource efficient.

These objectives are supported by a number of strategies and actions, some of which include:

- Review the Mundijong District Structure Plan; and
- Prepare a development contribution scheme and plan for Mundijong.

The proposed scheme amendment has been prepared in response to these objectives.

#### **4.4 Period of the Development Contribution Plans**

It is proposed that the Mundijong area has two Development Contribution Plans, which will have different timeframes.

- West Mundijong Industrial Development Contribution Scheme (DCA2)  
The West Mundijong Industrial Development Contribution Plan is currently in operation, being gazetted in February 2019. This scheme will operate for 10 years.
- Mundijong Urban Development Contribution Scheme (DCA3)  
The Mundijong Urban Development Contribution Scheme and associated Development Contribution Area is proposed to operate for 20 years from the date of gazettal.

Either may be extended for further periods, with or without modification, by subsequent scheme amendments.

These timeframes reflect the forecasted growth of both Mundijong areas and are determined so as to ensure that infrastructure built will sustain long-term population growth, thus avoiding future costs and disruption associated with the duplication of, or retrospective upgrades to, relatively new facilities.

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

## 5 Overview of proposal

### 5.1 Mundijong District Structure Plan

The population increase for the Mundijong area will bring with it both opportunities and challenges. More people will attract private investment, which if well informed, can in part cater for existing and future demands. Urbanisation will also place additional pressure on the Shire to invest in community infrastructure and services. Managing this extensive development and rapid population growth will also necessitate the recruitment of an expanded and diverse workforce.

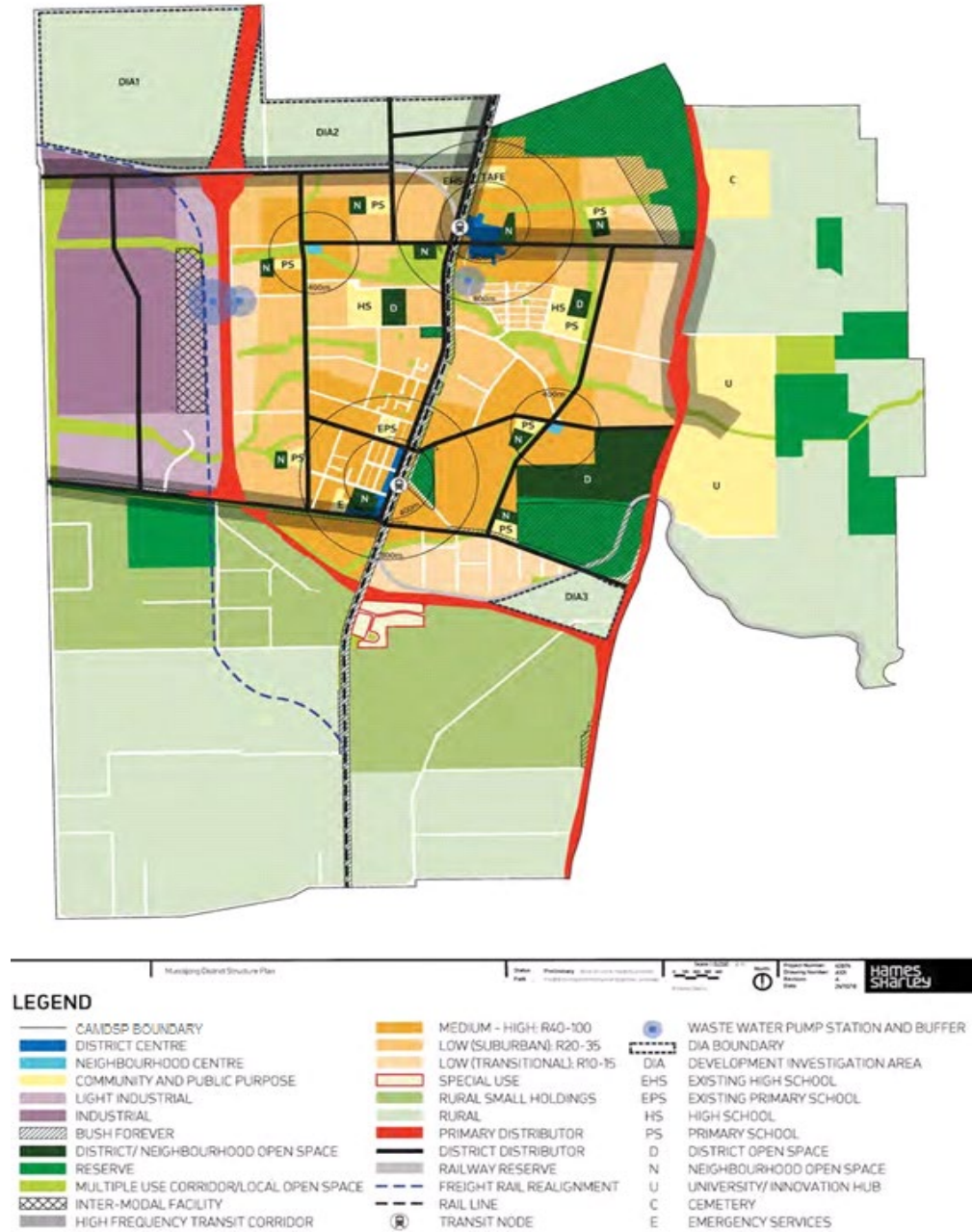
**5.1.1 Proposed Council Approved Mundijong District Structure Plan 2020 Strategic Intent**  
The Mundijong District Structure Plan (Figure 3) has been prepared to provide a broad framework for future land use planning and infrastructure provision. It seeks to optimise the reuse and consolidation of key precincts and reinforce Mundijong's strategic role as a District Activity Centre.

This will be achieved through the following key changes (from the current WAPC Approved 2011 Mundijong Whitby District Structure Plan):

1. Consolidating previous plans for the area and improving the response to the State planning frameworks (most notably the South Metropolitan sub-regional framework), new State planning policies and local planning frameworks;
2. Expansion of the Mundijong District Structure Plan boundary to include strategic sites in the surrounding area;
3. Providing more emphasis on the redevelopment around the Mundijong town centre and railway station for the civic function and expressly encouraging the establishment of two larger activity centres, one in Mundijong (civic/governance) and one in Whitby (retail);
4. Leverage off the Tonkin Highway extension by establishing an employment hub in the Mundijong Industrial area;
5. Improved local distributor road network including realignment of future roads to improve connectivity to and within the Mundijong District Structure Plan area;
6. Identification for two proposed transit nodes for further investigation;
7. Realistic location for freight rail realignment;
8. Residential density ranges included on the structure plan map;
9. Identification of three development investigation areas;
10. Providing a rural residential transition zone between urban settlement and rural areas south of the Mundijong Town Centre;
11. Collocation of education and recreation facilities to make more efficient use of land and improve social cohesion in line with the Shire's approved community infrastructure strategies and plans;
12. Identification of locations for district and neighbourhood level public open space;
13. Relocation of the existing wastewater pump station (further south) and establishment of a new one in the Mundijong Industrial area;
14. More accurate delineation of multiple use corridors;
15. Relocation of the proposed neighbourhood centre on the western side of the Mundijong District Structure Plan area to respond to practical realities;

- 16. Identification of locations for a University Campus and cemetery east of South Western highway; and
- 17. Relocation of the proposed TAFE site.

**Figure 3. Proposed 2020 Council Approved Mundijong District Structure Plan**



## **6 Development Contribution Plans**

### **6.1 West Mundijong Industrial Development Contribution Plan**

The West Mundijong Metropolitan Region Scheme amendment, which established an industrial area bounded by Bishop Road and the South West Freight Rail Reservation to the north, Mundijong road to the south, Kargotich road to the west and the Tonkin Highway Reservation to the east, was gazetted in 28 November 2017. The Town Planning Scheme amendment and Development Contribution Plan for the area was gazetted in February 2019.

A Development Contribution Plan is already in place for West Mundijong Industrial area which applies to area DCA2. This Scheme Amendment seeks to insert an additional item of infrastructure which has been identified as a requirement in this area (North South Spine Road).

### **6.2 Mundijong Urban Development Contribution Plan**

A new draft Development Contribution Plan has been prepared in support of the Mundijong Urban area (proposed DCA3), in line with the District Structure Plan. The Development Contribution Plan has been prepared by SPP Consulting in accordance with the Scheme and State Planning Policy 3.6 Development Contributions for Infrastructure (SPP 3.6).

The DCP report has been prepared to set out in detail:

- The traditional infrastructure, land and other items for which development contributions are to be collected.
- How land values are calculated and the valuation methodology applied;
- The cost estimates of infrastructure and other items;
- The cost contribution rates applicable to individual precincts within the Mundijong Urban development contribution areas.
- 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 and review of the DCP.
- Various other operational matters.
- Examples of how development contributions will be calculated.

#### **6.2.1 Contribution Items**

Development contributions are proposed to be collected for various road infrastructure, public open space & drainage, and administrative items within DCA 3. Additional detail on these items is contained within Scheme Amendment Resolution and in the draft Mundijong Urban Development Contribution Plan Report.

##### **6.2.1.1 Infrastructure Items**

- Paterson Street / Soldiers Road
- Bishop Road (East)
- Taylor Road / Adams Street
- Mundijong Road (East) / Watkins Road

- Town Centre Distributor Road (New Whitby Road)
- North-South Road
- Galvin Road New (Evelyn Street/Galvin Road/Kiernan Street)
- Skyline Boulevard
- Tinspar Avenue
- Grade Separated Crossing Soldiers Road and Town Centre Distributor Road
- Grade Separated Crossing Mundijong Road/Watkins Road and Galvin Road New
- Whitby High School District Sporting Space
- Kiernan Park Stage 3 District Sporting Space
- Mundijong High School District Sporting Space
- Whitby North Primary School Neighbourhood Open Space
- Adams St/Cockram St Primary School Neighbourhood Open Space
- Taylor Rd/Scott Rd Primary School Neighbourhood Open Space

#### *6.2.1.2 Land for District Open Space, Public Open Space, Drainage and Roads:*

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

#### *6.2.1.3 Water Monitoring*

All expended and estimated future costs for the post development water-monitoring programme required by the Mundijong Drainage and Water Management Plan.

#### *6.2.1.4 Administrative Items*

All expended and estimated future costs associated with administration, planning, review and development of the District Structure Plan, District Water Management Plan/s, preparation and implementation of the Mundijong Urban Development Contribution Plan and any technical documents necessary for the implementation of the above, including:

- Planning studies;
- Traffic studies;
- Drainage studies;
- Road design costs where not allocated to specific roads items under the DCP;
- Other related technical and professional studies;
- Legal Costs;
- Valuations;
- Borrowing costs (including loan repayments); and
- Scheme Management Costs (including administration and management of the DCP).

#### *6.2.1.5 Mundijong Urban DCP Report*

The DCP Report has been prepared to accompany the Scheme Amendment but will not form part of the Scheme. The DCP Report provides the rationale and justification for the development contribution plan and is included as an Appendix. The Report has been prepared in accordance with SPP 3.6 and includes:

- A map of the DCP area;
- The purpose and period of the DCP;
- Information regarding the operation of the DCP;
- The principles for determining development contributions and how they have been applied;
- Items included in the DCP;

- Estimated costs;
- The method of calculating development contributions;
- The priority and timing of infrastructure delivery;
- How payment of contributions is to occur; and
- The process for undertaking further reviews of the DCP Report.

The Scheme Amendment and DCP Report will be advertised concurrently.

## **7 CONCLUSION**

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

To facilitate this, the proposed scheme amendment seeks to update the provisions of the Mundijong Development Contribution Area and include preparation of a new Mundijong Urban Development Contribution Plan. These updates align with the actions proposed in the Shire's draft Local Planning Strategy and will assist in delivering community and other essential infrastructure required to implement the CAMDSP.

On the basis of the information contained in this report and appendices, it is recommended that the amendment be supported.

*Planning and Development Act 2005*

**RESOLUTION TO AMEND A LOCAL PLANNING SCHEME**

SHIRE OF SERPENTINE JARRAHDAL LOCAL PLANNING SCHEME NO. 2

AMENDMENT NO. 209

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

1. Replacing the text in "Appendix 10 - West Mundijong Industrial Development Contribution Area – Scheme Development Contribution, with:

Development contribution area name	<b>10B - West Mundijong Industrial</b>
Reference number on Scheme Map(s)	<b>DCA2</b>
Boundary of development contribution area	Refer Scheme Map(s)
Relationship to other planning instruments	The development contribution plan generally aligns with the district and/or local structure plans (as approved) prepared for the development contribution area.
Items	<p><b>Mundijong Road</b> (West) between Kargotich Road and the Tonkin Highway reservation -</p> <ul style="list-style-type: none"> <li>• Land required over and above the standard 20m road reserve to achieve a 40-metre-wide road reserve;</li> <li>• Earthworks for the whole road reserve;</li> <li>• The construction and upgrade of one carriageway;</li> <li>• Associated drainage works including water sensitive urban design measures;</li> <li>• Traffic control devices including intersection treatments incorporating slip lanes and associated works (to be confirmed by MRWA);</li> <li>• Shared paths;</li> <li>• Utility removal, relocation and insertion; and</li> <li>• Associated costs including design, administration, and management.</li> </ul> <p><b>Kargotich Road</b> between the freight rail crossing and Mundijong Road -</p> <ul style="list-style-type: none"> <li>• Land required over and above the standard 20m road reserve to achieve a 30-metre-wide road reserve;</li> <li>• Earthworks for the whole road reserve;</li> <li>• Complete road construction based on a single lane split carriageway with central median.</li> <li>• Associated drainage works including water sensitive urban design measures;</li> <li>• Traffic control devices including intersection treatments</li> </ul>



- incorporating slip lanes and associated works;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design, administration, and management.

**Bishop Road (West)** between Kargotich Road and Tonkin Highway reservation-

- Land required over and above the standard 20m road reserve to achieve a 30-metre-wide road reserve;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median;
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including one set of traffic lights, intersection treatments incorporating slip lanes and associated works;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design, administration, and management

**North South Spine Road** between Bishop Road and Mundijong Road.

- Land required to achieve a 30-metre-wide road reserve;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median;
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments incorporating slip lanes and associated works;
- Shared paths; and,
- Associated costs including design, administration, and management.

**Land for drainage** - All land required for district drainage purposes.

**Administrative-** All expended and estimated future costs associated with administration, planning, review and development of the District Structure Plan, District Water Management Plan/s, preparation and implementation of the West Mundijong Industrial Development Contribution Plan and any technical documents necessary for the implementation of the above, including:

- Planning studies;
- Traffic studies;
- Drainage studies;
- Road design costs where not allocated to specific roads items under the DCP;
- Other related technical and professional studies;

	<ul style="list-style-type: none"> <li>• Legal Costs</li> <li>• Valuations and cost review estimates</li> <li>• Borrowing costs (including loan repayments); and</li> <li>• Scheme Management Costs (including administration and management of the Development Contribution Plan).</li> </ul>
<p>Contribution methodology</p>	<p>A Cost Contribution rate is to be calculated on a per hectare or square metre basis.</p> <p>The formula for calculating cost contributions on a per hectare basis is as follows: Total Costs Outstanding / Total Remaining Developable Land = Contribution cost per hectare</p> <p>To ensure costs remain current between Cost Reviews all costs will be calculated on a daily basis based upon an annual escalation rate to be established through the Cost Review.</p> <p>The weighted escalation rate (ER) is detailed below:</p> <p>ER = (%IC/TC x IER) + (%LV/TC x LVER) + (%AC/TC x AER) Where:</p> <ul style="list-style-type: none"> <li>• ER - is the weighted Escalation Rate;</li> <li>• DER - is the daily escalation rate (ER/365);</li> <li>• IC - is the estimated Infrastructure Cost;</li> <li>• LV - is the estimated Land Value;</li> <li>• AC - is the estimated Administration Cost</li> <li>• TC - is the Total Cost being IC + LV + AC;</li> <li>• IER - is the Infrastructure Escalation Rate;</li> <li>• LVER - is the Land Value Escalation Rate;</li> <li>• AER - is the Administration Escalation Rate; and</li> <li>• D - is the number of days since the last cost review.</li> </ul> <p>The start date for daily escalation is the review date for the prevailing Cost Review.</p>
<p>Period of operation</p>	<p>10 Years</p>
<p>Review Process</p>	<p>The Plan will be reviewed when considered appropriate, though not exceeding a period of five years duration, having regard to the rate of subsequent development in the catchment area since the last review and the degree of development potential still existing.</p> <p>The estimated costs will be reviewed at least annually to reflect changes in funding, indexing and revisions to remaining infrastructure or land costs. Revisions to costs of Infrastructure and value of land will be undertaken by a suitably qualified person, as referred to in clause 9.3.11.3 of TPS2.</p> <p>Contribution values will be adjusted to reflect these changes to estimated costs, as well as taking into account any adjustment for the DCP fund being in surplus or deficit (revenue received versus expenditure incurred).</p>

Priority and timing of infrastructure provision	Refer to annual Development Contribution Plan Report
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2. Adding a new entry into Appendix 10; 10C - Mundijong Urban Development Contribution Area – Scheme Development Contribution'

Development contribution area name	<b>10C - Mundijong Urban</b>
Reference number on Scheme Map(s)	<b>DCA 3</b>
Boundary of development contribution area	Refer Scheme Map(s)
Items	<p><b>Paterson Street/Soldiers Road</b> upgrade between Bishop Road and Mundijong Road:</p> <ul style="list-style-type: none"> <li>• Land required over and above the standard 20m road reserve to achieve a road reserve of up to 30m in width;</li> <li>• Earthworks for the whole road reserve;</li> <li>• Complete road construction based on a single lane split carriageway with central median;</li> <li>• Associated drainage works including water sensitive urban design measures;</li> <li>• Traffic control devices including intersection treatments and associated works;</li> <li>• Construction of one grade-separated rail crossing;</li> <li>• Shared paths;</li> <li>• Utility removal, relocation and insertion; and</li> <li>• Associated costs including design, administration and management.</li> </ul> <p><b>Bishop Road</b> (East) upgrade between Kargotich Road and Soldiers Road:</p> <ul style="list-style-type: none"> <li>• Land required over and above the standard 20m road reserve to achieve the proposed 35.6m road reserve;</li> <li>• Earthworks for the whole road reserve;</li> <li>• Complete road construction based on both a dual lane and single lane split carriageway with central median, at various connections;</li> <li>• Associated drainage works including water sensitive urban design measures;</li> <li>• Traffic control devices including one set of traffic lights and one roundabout;</li> <li>• Upgrade of one existing at-grade rail crossing;</li> <li>• Shared paths;</li> <li>• Utility removal, relocation and insertion; and</li> <li>• Associated costs including design, administration and management</li> </ul>

**Taylor Road/Adams Street** upgrade between Bishop Road and Mundijong Road:

- Land required over and above a standard 20m road reserve to achieve the proposed 30 and 35 metre road reserve;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median.
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments and associated works;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design, administration and management.

**Mundijong Road (East)/Watkins Road** upgrade between Kargotich Road and South Western Highway:

- Land required over and above a standard 20m road reserve to achieve the required 25 to 35m road reserve;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median;
- Associated drainage works including water sensitive urban design measures;
- Construction of one grade-separated rail crossing;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management.

**Town Centre Distributor Road** (Whitby New Street) construction between Taylor Road and South Western Highway:

- Land required over and above a standard 20m road reserve width to achieve a road reserve of 30m and 35m in width;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median;
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments and associated works;
- Construction of one grade-separated rail crossing;
- Costs associated with one rail crossing closure (Keirnan Street);
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management.

**North-South Road** construction between Watkins Road and the Town Centre Distributor Road:

- Land required over and above a standard 20m road reserve to achieve a road reserve up to 30 metres in width
- Earthworks for the whole road reserve;

- Complete road construction based on a single lane split carriageway with central median;
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments and associated works;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management.

**Galvin Road New (Evelyn Street/Galvin Road/Kiernan St)**

construction between Paterson Street and South Western Highway:

- Land required over and above the standard 20m road reserve to achieve the proposed 30 metre road reserve;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median.
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments and associated works;
- Construction of one grade-separated rail crossing;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design, administration and management.

**Skyline Boulevard** construction between Bishop Road and

Tinspar Avenue:

- Land required over and above a standard 20m road reserve to achieve a road reserve up to 30 metres in width
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median;
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments and associated works;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management

**Tinspar Avenue** construction between Skyline Boulevard and South Western Highway:

- Land required over and above a standard 20m road reserve to achieve a road reserve up to 30 metres in width
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median;
- Associated drainage works including water sensitive urban

- design measures;
- Traffic control devices including intersection treatments and associated works;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management.

**Grade Separation - Soldiers Road & Town Centre Distributor Road**

Constructed as one project, with road bridge structures over the single rail line including the following costs:

- Construction costs;
- Design Costs;
- Authority Costs;
- Land acquisition costs;
- Owner costs;
- Project management costs;
- Compensation costs associated with shutdown of rail disruption of works; and
- Contingency sums.

**Grade Separation - Mundijong / Watkins Road existing rail crossing with a future crossing at Galvin Road New**

A rail bridge over the two road crossings including the following costs:

- Construction costs;
- Design Costs;
- Authority Costs;
- Land acquisition costs;
- Owner costs;
- Project management costs;
- Compensation costs associated with shutdown of rail disruption of works; and
- Contingency sums.

**Whitby High School District Sporting Space (LSP Precinct A)**

Improvements for a single playing field with minimum dimension of 205m x 175m with costs shared with the Department of Education:

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

**Kiernan Park Stage 3 District Sporting Space (LSP Precinct C)**

Improvements for two playing fields, each having minimum dimension of 205m x 175m:

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

**Mundijong High School District Sporting Space (LSP Precinct G)**

Improvements for a single playing field with a minimum dimension of 205m x 175m with costs shared with the Department of Education:

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

**Whitby North Primary School Neighbourhood Open Space (LSP Precinct A)**

Improvements for a single playing field with a minimum dimension of 205m x 175m with costs shared with the Department of Education:

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

**Adams St / Cockram St Primary School Neighbourhood Open Space (LSP Precinct E1)**

Improvements for a single playing field with a minimum dimension of 205m x 175m with costs shared with the Department of Education:

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

**Taylor Road/Scott Road Primary School Neighbourhood Open Space (LSP Precinct G)**

Improvements for a single playing field with a minimum dimension of 205m x 175m with costs shared with the Department of Education:

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

**Land for District Open Space, Public Open Space, and Drainage:**

All land required for district open space, public open space and/or drainage purposes.

**Water Monitoring:**

All expended and estimated future costs for the post development water monitoring programme required by the Mundijong Drainage and Water Management Plan.

**Administrative:**

All expended and estimated future costs associated with administration, planning, review and development of the District Structure Plan, District Water Management Plan/s, preparation and implementation of the

	<p>Mundijong Urban Development Contribution Plan and any technical documents necessary for the implementation of the above, including:</p> <ul style="list-style-type: none"> <li>• Planning studies;</li> <li>• Traffic studies;</li> <li>• Drainage studies;</li> <li>• Road design costs where not allocated to specific roads items under the DCP;</li> <li>• Other related technical and professional studies;</li> <li>• Legal Costs;</li> <li>• Valuations;</li> <li>• Borrowing costs (including loan repayments); and</li> <li>• Scheme Management Costs (including administration and management of the DCP).</li> </ul>
<p>Contribution methodology</p>	<p>A Cost Contribution rate is to be calculated on a per lot/dwelling basis for those Precincts identified in the DCA and the infrastructure and land items outlined above.</p> <p>A Cost Review is to be undertaken at least annually at which time the Contribution Rate will be established based on:</p> <ol style="list-style-type: none"> <li>(a) Summary of Costs.</li> <li>(b) Estimated Future Lot Yield by approved Local Structure Plan by Precinct.</li> <li>(c) Estimated Future Lot Yield by intended local Structure Plan by Precinct.</li> <li>(d) Contribution Rate Per Lot By cost Item.</li> <li>(e) Outstanding Cost of Completed Works (Expenditure on All Cost Items - Value of All Contributions Received).</li> <li>(f) Infrastructure Cost Escalator.</li> <li>(g) Land Value Escalator.</li> <li>(h) Administration Cost Escalator.</li> <li>(i) Precinct Daily Escalation Rate.</li> </ol> <p>To ensure costs remain current between Cost Reviews all costs will be calculated on a daily basis based upon an annual escalation rate to be established through the Cost Review.</p> <p>The weighted escalation rate (ER) is detailed below:</p> <p><math>ER = (\%IC/TC \times IER) + (\%LV/TC \times LVER) + (\%AC/TC \times AER)</math> Where:</p> <ul style="list-style-type: none"> <li>• ER - is the weighted Escalation Rate;</li> <li>• DER - is the daily escalation rate (ER/365);</li> <li>• IC - is the estimated Infrastructure Cost;</li> <li>• LV - is the estimated Land Value;</li> <li>• AC - is the estimated Administration Cost</li> <li>• TC - is the Total Cost being IC + LV + AC;</li> <li>• IER - is the Infrastructure Escalation Rate;</li> <li>• LVER - is the Land Value Escalation Rate;</li> <li>• AER - is the Administration Escalation Rate; and</li> <li>• D - is the number of days since the last cost review.</li> </ul>



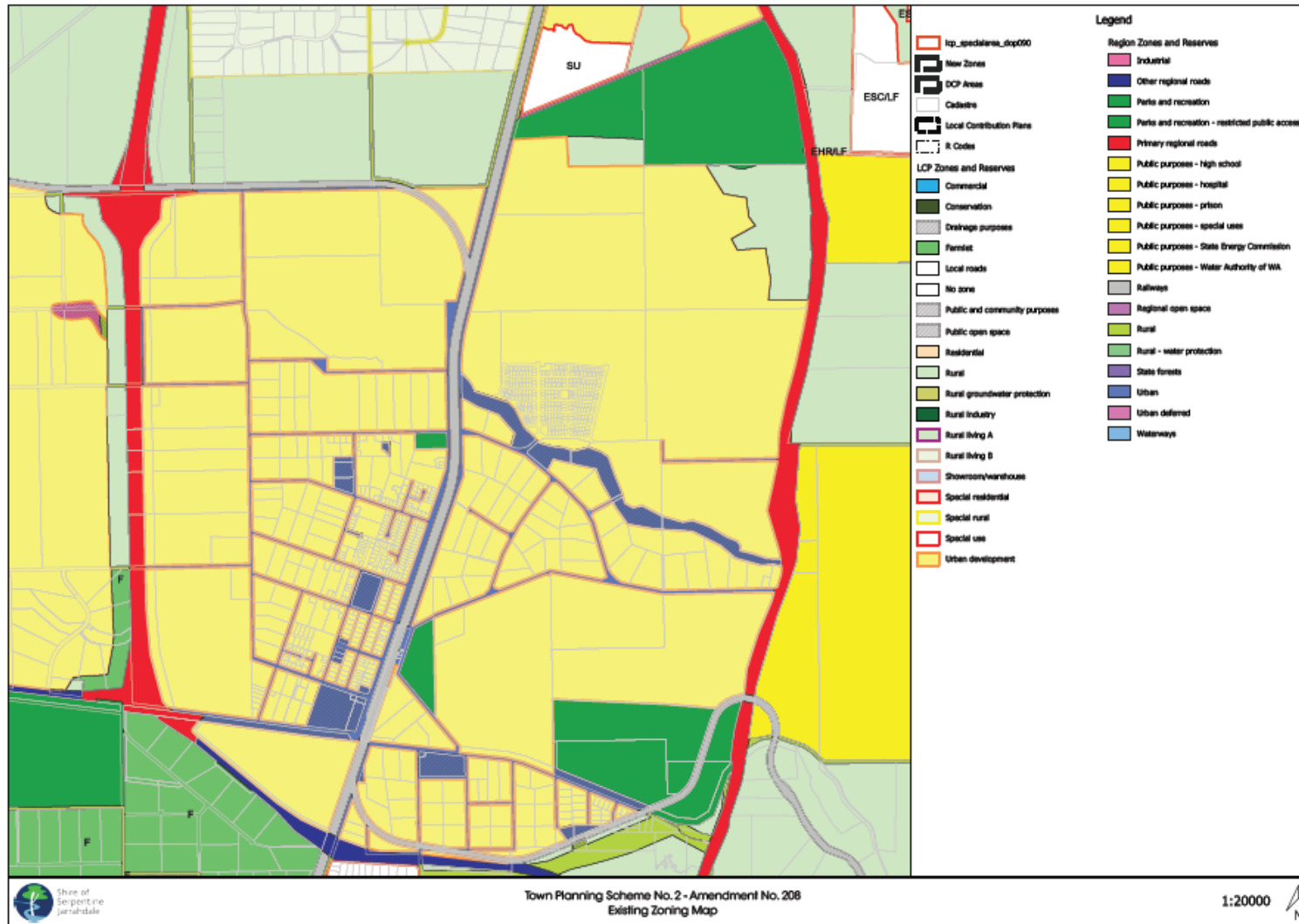
	<p>The start date for daily escalation is the review date for the prevailing Cost Review.</p> <p>R25 zoning (350m<sup>2</sup> average dwelling) has been selected as the most appropriate for the Mundijong Urban area, given the current and forecasted trends for subdivision applications, and high likelihood that much of the development will cater towards first-time homebuyers.</p> <p>The Contribution Rate is to be applied as follows where DER is the daily escalation rate, D is the number of days since the last cost review and the R25 potential is the developable site/lot area divided by 350m<sup>2</sup>:</p> <p><i>(i) Standard residential subdivision or development</i></p> <p>The number of additional dwellings/lots being created at the time of subdivision/development multiplied by the applicable development contribution rate.</p> <p>(Contribution rate per lot/dwelling x DER x D) x number of additional lots or dwellings being created = Required development contribution</p> <p><i>(ii) Non-standard residential subdivision or development (e.g. Lifestyle village, retirement village, caravan park, park home estate or similar).</i></p> <p>The number of additional dwellings, residential units or similar created at the time of subdivision/development multiplied by the applicable development contribution rate.</p> <p>(Contribution rate per lot/dwelling x DER x D) x number of additional lots or dwellings being created = Required development contribution</p> <p><i>(iii) Non-residential subdivision or development</i></p> <p>The R25 subdivision/development potential of the site (minus the equivalent of one lot or dwelling) multiplied by the applicable development contribution rate.</p> <p>(Contribution rate per lot/dwelling x DER x D) x (R25 subdivision/development potential of the site – the equivalent of one lot or one dwelling) = Required development contribution</p> <p>For private education establishments and associated development, provided a shared use agreement for public access to district open space is agreed to the satisfaction of the Shire, development contributions shall be levied at the 0.3 percent of the total development costs of the site, as agreed with the Shire based on the building licence application. Otherwise calculations will be levied based on the R25 subdivision/development potential of the site.</p>
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	<p><i>(iv) Mixed-use development</i></p> <p>The R25 subdivision/development potential of the site, or the actual number of lots/dwellings being created at the time of subdivision/development, whichever is the greater (minus the equivalent of one lot or dwelling), multiplied by the applicable development contribution rate.</p> <p>Based on the R25 site calculation</p> <p>(Precinct contribution rate per lot/dwelling x DER x D) x (R25 subdivision/development potential of the site - the equivalent of one lot or one dwelling) = Required contribution rate</p> <p>Based on the number of dwellings</p> <p>(Precinct contribution rate per lot/dwelling x DER x D) x (actual number of residential lots/dwellings being created - the first dwelling being created) = Required development contribution</p>
Period of operation	20 years
Priority and timing of infrastructure provision	Refer development contribution plan report (as revised from time to time).
Review Process	<p>The Plan will be reviewed when considered appropriate, though not exceeding a period of five years duration, having regard to the rate of subsequent development in the catchment area since the last review and the degree of development potential still existing.</p> <p>The estimated costs will be reviewed at least annually to reflect changes in funding, indexing and revisions to remaining infrastructure or land costs. Revisions to costs of Infrastructure and value of land will be undertaken by a suitably qualified person, as referred to in clause 9.3.11.3 of TPS2.</p> <p>Contribution values will be adjusted to reflect these changes to estimated costs, as well as taking into account any adjustment for the DCP fund being in surplus or deficit (revenue received versus expenditure incurred).</p>

3. Inserting the DCA3 boundary into the Scheme Maps as shown on the proposed Zoning Map ('Plan No. 10C – Mundijong Urban Traditional Infrastructure Development Contribution Area').
4. Inserting Plan No. 10C – Mundijong Urban Traditional Infrastructure Contribution Area into Appendix 10; and

5. Amending the Scheme Map to show the new DCA3 boundary and notation accordingly.

**Existing Zoning Map**



Proposed Zoning Map

