

23 May 2023

GOVERNMENT GAZETTE, WA

1279

PL403

PLANNING AND DEVELOPMENT ACT 2005
APPROVED LOCAL PLANNING SCHEME AMENDMENT
Shire of Serpentine Jarrahdale
 Local Planning Scheme No. 2—Amendment No. 208

Ref: TPS/2425

It is hereby notified for public information, in accordance with section 87 of the *Planning and Development Act 2005* that the Minister for Planning approved the Shire of Serpentine Jarrahdale Local Planning Scheme amendment on 26 April 2023 for the purpose of—

1. Replacing the text in 'Appendix 10—Byford Development Contribution Area—Scheme Development Contribution' with the following:

Development contribution area name	10A—Development Contribution Area 1—Byford
Reference number on Scheme Map(s)	DCA 1
Boundary of development contribution area	Refer Scheme Map(s)

Items—

Thomas Road (Primary Regional Road) between Tonkin Highway and Wungong South Road—

- Land required to achieve a 50-metre wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections.
- Earthworks for the unconstructed carriageway;
- The construction and upgrade of one carriageway to a Primary Regional Road standard, including intersection treatments and traffic control devices as required;
- Associated drainage works including water sensitive urban design measures
- Shared paths;
- Utility removal, relocation and insertion, and
- Associated costs including design and management.

Abernethy Road (Integrator A) between Tonkin Highway reserve and the Perth to Bunbury railway reserve where the portion of Abernethy Road adjacent to the Byford Trotting Complex area incurs only half the cost of road widening, construction and upgrade within the DCP—

- Land required to achieve a 30-metre wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections.
- Earthworks for the whole road reserve;
- Complete road construction to a Liveable Neighbourhoods Neighbourhood Connector A standard, including intersection treatments and traffic control devices as required;
- Associated drainage works including water sensitive urban design measures;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management.

Orton Road (Integrator B) between Tonkin Highway and the South Western Highway—

- Land required to achieve a 30-metre wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections.
- Earthworks for the whole road reserve;
- One at-grade rail crossing
- Complete road construction to a Liveable Neighbourhoods Integrator B standard, including intersection treatments and traffic control devices as required;
- Associated drainage works including water sensitive urban design measures;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management.

Note: The construction of the at-grade crossing is subject to agreement between the Road Manager and Rail Infrastructure Manager. The Local Government is responsible to manage communications between all stakeholders, obtain the required approvals and arrange for an Australian Level Crossing Assessment Model (ALCAM) Report and a Rail Safety Report to be undertaken.

In the event that an at-grade rail crossing is not approved, the local government is to apply any funds already collected to an approved alternate rail crossing or if no rail crossing is approved any collected funds shall be applied to the Orton Road infrastructure item generally or other infrastructure items in the DCP.

Kardan Boulevard (Neighbourhood Connector A) between Thomas Road and Abernethy Road—

- Land required to achieve a 25m wide road reserve from Abernethy Road to Fawcett Road and a 30m wide road reserve from Fawcett Road to Thomas Road, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections.
- Earthworks for the whole road reserve;

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- Complete road construction to a Liveable Neighbourhoods Neighbourhood Connector A standard, including intersection treatments and traffic control devices as required;
 - Associated drainage works including water sensitive urban design measures;
 - Shared paths;
 - Utility removal, relocation and insertion; and
 - Associated costs including design and management.
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Indigo Parkway (Integrator B) between Thomas Road and Larsen Road—

- Land required to achieve a 22.5m wide road reserve adjacent to Public Open Space, a 30m wide road reserve for the Malarkey Rd section, and a 27.5m wide road reserve for the remaining areas, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections.
 - Earthworks for the whole road reserve;
 - Complete road construction to a Liveable Neighbourhoods Integrator B standard, including intersection treatments and traffic control devices as required;
 - Associated drainage works including water sensitive urban design measures;
 - Shared paths;
 - Utility removal, relocation and insertion; and
 - Associated costs including design and management.
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Sansimeon Boulevard (Integrator B) south of Larsen Road to Abernethy Road—

- Land required to achieve a 22.5m wide road reserve between Larsen Road and Armadan Court, and a 30m wide road reserve for the remaining areas, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections.
 - Earthworks for the whole road reserve;
 - Complete road construction to a Liveable Neighbourhoods Integrator B standard, including intersection treatments and traffic control devices as required;
 - Associated drainage works including water sensitive urban design measures;
 - Shared paths;
 - Utility removal, relocation and insertion; and
 - Associated costs including design and management.
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Doley Road (Neighbourhood Connector A) between Abernethy Road and Orton Road—

- Land required to achieve a 30m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections;
 - Earthworks for the whole road reserve;
 - Complete road construction to a Liveable Neighbourhoods Neighbourhood Connector A standard, including intersection treatments and traffic control devices as required;
 - Associated drainage works including water sensitive urban design measures;
 - Shared paths;
 - Utility removal, relocation and insertion; and
 - Associated costs including design and management.
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Warrington Road (Neighbourhood Connector B) between Abernethy Road and Orton Road—

- Land required to achieve a 20m wide road reserve and where necessary to accommodate channelization and/or roundabout construction at intersections;
 - Earthworks for the whole road reserve;
 - Complete road construction to a Liveable Neighbourhoods Neighbourhood Connector B standard, including intersection treatments and traffic control devices as required;
 - Associated drainage works including water sensitive urban design measures;
 - Shared paths;
 - Utility removal, relocation and insertion; and
 - Associated costs including design and management.
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Byford Central District Open Space Improvements—

- Earthworks;
 - Grassing;
 - Irrigation; and
 - Associated costs relating to construction including design and management.
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West Byford Primary School/Kalimna District Open Space Improvements (under a JUA)—

- Earthworks;
 - Grassing;
 - Irrigation; and
 - Associated costs relating to construction including design and management.
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The Glades District Open Space Improvements—

- Earthworks;
- Grassing and/or Hard Landscaping;
- Irrigation; and
- Associated costs relating to construction including design and management.

Orton Road District Open Space Improvements and REW Enhancement—

This is a shared project with the Community Infrastructure DCP to provide a District Open Space with one full sized AFL oval. The building and lights will be covered by the Community DCP and the oval and land will be provided through the Byford Traditional Infrastructure DCP. Works covered under the Byford Traditional DCP include—

- Earthworks;
- Grassing;
- Irrigation;
- 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.

Land for District Open Space, Public Open Space, Drainage and Roads—

All land required for district open space, public open space (including Community Purpose POS), multiple use drainage corridors and new roads or road widening.

Water Monitoring—

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

Administrative—

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

- Costs to prepare and administer the DCP;
- Costs associated with the annual review of cost estimates;
- Costs associated with the review of the cost apportionment schedules based on land development undertaken since the last review;
- Costs for undertaking valuations;
- Fees for professional services directly linked to the preparation and implementation of the DCP;
- Costs for computer software and/or hardware upgrades necessary to enable DCP preparation;
- Proportion of staff salaries directly related to DCP administration;
- Financial institution fees and charges associated with the administration of DCP funds; and
- Interest charged on loans taken out to pre-fund items included in the DCP.

Contribution methodology

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

Cost Contribution rate is to be calculated on a m² basis based on the remaining developable land in the DCP Precinct/Area identified in Plan 10A. The remaining DCP cost is shared proportionally across the remaining developable land in the DCP Precinct/Area as follows—

(Remaining Cost / Remaining Developable land = \$ contribution rate per m²).

For simplicity of calculation, all Residential lots/dwellings will be calculated as an average R20 (450m²) lot. For Non-Residential subdivision or development, the actual lot area is used for the calculation.

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

- Road Upgrades and Construction
- District Open Space Improvements
- Land required for Roads, POS, Community Purpose POS, Drainage and DOS
- Water monitoring costs
- Administration Costs
- Yields and Lots completed and expected
- Escalation Rates

To ensure costs remain current between Cost Reviews, all costs will be calculated on a daily basis based upon an annual escalation rate to be established through the Cost Review. The start date for daily escalation is the approval date for the prevailing Cost Review.

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

- (i) Standard residential subdivision or development—

The number of additional dwellings/lots being created at the time of **subdivision/development** multiplied by the applicable development contribution rate.

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

(ii) Non-standard residential subdivision or development

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

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

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

(iii) Non-residential subdivision or development

A development contribution is required for the creation of non-residential lots based on the actual size and number of lots created (minus the equivalent of one lot), multiplied by the applicable development contribution rate. Where a subdivision creates a lot that accommodates an existing approved non-residential development, that lot shall be exempt from the requirement for a development contribution to be made. For clarity purposes, the area of the lot accommodating the existing approved non-residential development is to be subtracted from the overall subdivision area, before calculating the development contribution for the remaining balance of the subdivision area.

New non-residential development (including alterations and additions to existing non-residential development) will not be required to make a development contribution unless the new non-residential development results in increased traffic to the subject land, as identified by the information provided by the applicant in support of the development application for that new non-residential development. Where increased traffic is identified to occur, the applicable development contribution is to be calculated as follows—

Square metre rate x square metre size of land being developed (including alterations and additions) = Required development contribution

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

(iv) Mixed-use development

The R20 subdivision/development potential of the site, or the actual number of lots/dwellings being created at the time of subdivision/ development, whichever is the greater (minus the equivalent of one lot or dwelling), multiplied by the applicable development contribution rate.

Where based on dwelling potential—

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

Where based on the actual number of dwellings—

(Precinct contribution rate per lot/dwelling x DER x D x actual number of residential lots/dwellings being created—the first dwelling being created = Required development contribution).

Period of operation

20 years (2034)

Priority and timing of infrastructure provision

A summary of the estimated timing and priority for the delivery of each item of infrastructure is provided below to align with the Council's long-term strategic plan and infrastructure plan with the details outlined in the Development Contribution Plan Report.

The following infrastructure items are priority items—

1. Indigo Parkway
2. Sansimeon Boulevard

The infrastructure items are to be delivered in the following broad timeframes with a more detailed timeline provided in the Development Contribution Plan Report—

1. Short Term 1-5 years
 - a. Abernethy Road
 - b. Kardan Boulevard
 - c. Indigo Parkway
 - d. Sansimeon Boulevard
 - e. Byford Central DOS
 - f. Kalimna DOS
 - g. The Glades DOS
 2. Medium Term 6-10 years
 - a. Doley Road
 - b. Warrington Road
 - c. Orton Road
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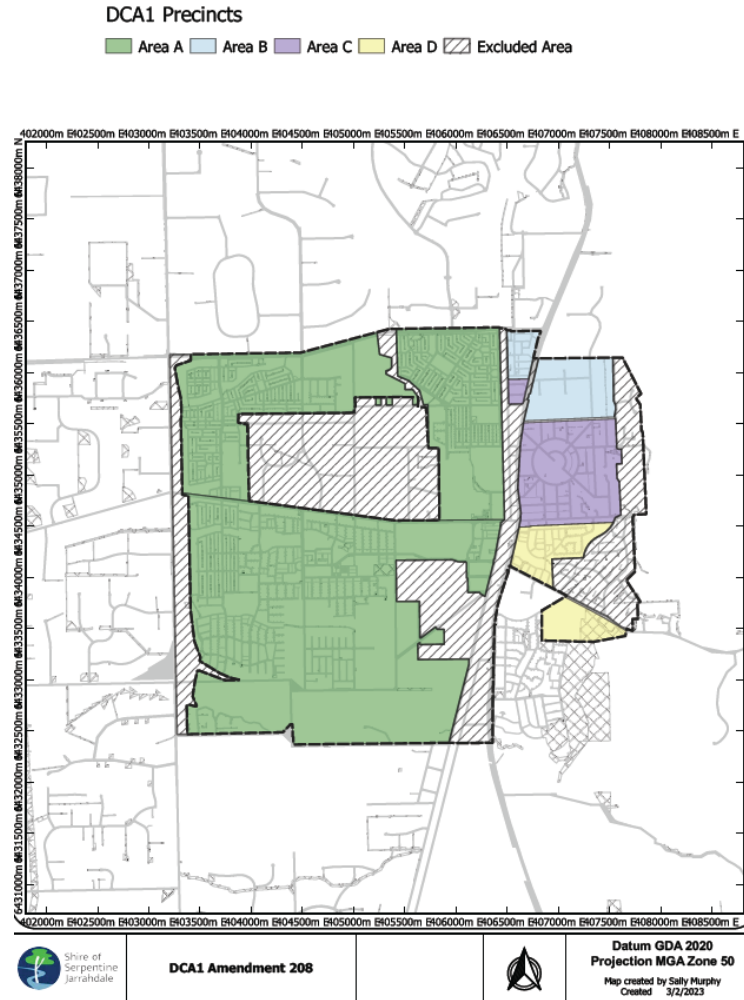
- d. Orton Rd DOS
- 3. Long Term 11-15 years
 - a. Thomas Road

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

Review Process

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

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



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

M. RICH, Shire President.
P. MARTIN, Chief Executive Officer.

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PLANNING AND DEVELOPMENT ACT 2005
APPROVED LOCAL PLANNING SCHEME AMENDMENT
Shire of Serpentine Jarrahdale
 Local Planning Scheme No. 2—Amendment No. 209

Ref: TPS/2426

It is hereby notified for public information, in accordance with section 87 of the *Planning and Development Act 2005* that the Minister for Planning approved the Shire of Serpentine Jarrahdale Local Planning Scheme amendment on 26 April 2023 for the purpose of—

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