

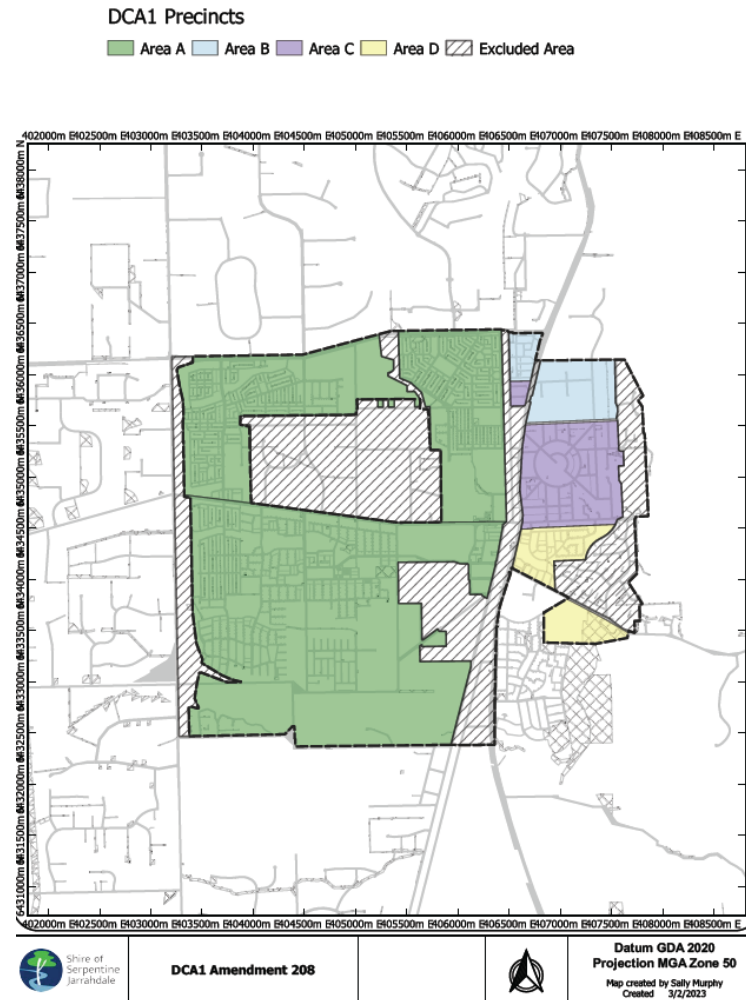
- d. Orton Rd DOS
- 3. Long Term 11-15 years
 - a. Thomas Road

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.

PL404

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:

Development contribution area name	10B—West Mundijong Industrial
Reference number on Scheme Map(s)	DCA2
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>Mundijong Road (West) (Integrator B) between Kargotich Road and the Tonkin Highway reservation—</p> <ul style="list-style-type: none"> Land required to achieve a 40m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections; Earthworks for the whole road reserve; The construction and upgrade of one carriageway to a Liveable Neighbourhoods Integrator B standard; Associated drainage works including water sensitive urban design measures; Traffic control devices including intersection treatments incorporating slip lanes and associated works (to be confirmed by MRWA); Shared paths; Utility removal, relocation and insertion; and Associated costs including design, administration, and management. <p>Kargotich Road (Integrator B) between the freight rail crossing and Mundijong Road—</p> <ul style="list-style-type: none"> 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 Integrator B standard; Associated drainage works including water sensitive urban design measures; Traffic control devices including intersection treatments incorporating slip lanes and associated works; Shared paths; Utility removal, relocation and insertion; and Associated costs including design, administration, and management. <p>Bishop Road (West) (Integrator B) between Kargotich Road and Tonkin Highway reservation—</p> <ul style="list-style-type: none"> 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 Integrator B standard; Associated drainage works including water sensitive urban design measures; Traffic control devices including one set of traffic lights, intersection treatments incorporating slip lanes and associated works; Shared paths; Utility removal, relocation and insertion; and Associated costs including design, administration, and management. <p>North South Spine Road (Integrator B) between Bishop Road and Mundijong Road.</p> <ul style="list-style-type: none"> 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 Integrator B standard;

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	<ul style="list-style-type: none"> • 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. <p>Land for drainage—All land required for district drainage purposes.</p> <p>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—</p> <ul style="list-style-type: none"> • 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 and cost review estimates; • Borrowing costs (including loan repayments); and • Scheme Management Costs (including administration and management of the Development Contribution Plan).
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—</p> $\text{Total Costs Outstanding} / \text{Total Remaining Developable Land} = \text{Contribution cost per hectare}$ <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> $\text{ER} = (\% \text{IC/TC} \times \text{IER}) + (\% \text{LV/TC} \times \text{LVER}) + (\% \text{AC/TC} \times \text{AER}) \text{ Where—}$ <ul style="list-style-type: none"> • ER—is the weighted Escalation Rate; • DER—is the daily escalation rate (ER/365); • IC—is the estimated Infrastructure Cost; • LV—is the estimated Land Value; • AC—is the estimated Administration Cost • TC—is the Total Cost being IC + LV + AC; • IER—is the Infrastructure Escalation Rate; • LVER—is the Land Value Escalation Rate; • AER—is the Administration Escalation Rate; and • D—is the number of days since the last cost review. <p>The start date for daily escalation is the review date for the prevailing Cost Review.</p>
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> <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	<p>A summary of the estimated timing and priority for the delivery of each item of infrastructure is provided below to align with the Council's long-term strategic plan and infrastructure plan with the details outlined in the Development Contribution Plan Report.</p> <p>The following items are priority items—</p> <ol style="list-style-type: none"> 1. Kargotich Road

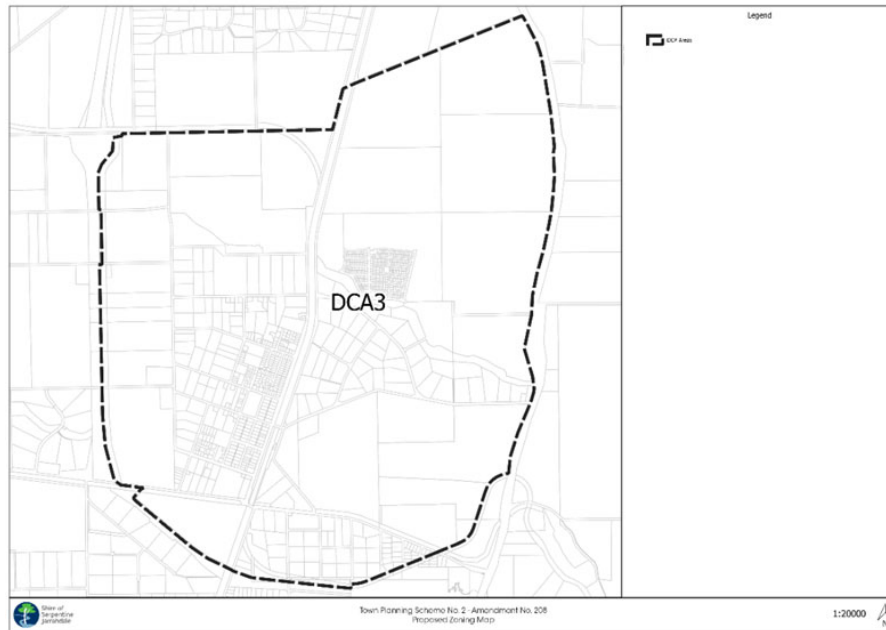
	<p>The infrastructure items are to be delivered in the following broad timeframes with a more detailed timeline provided in the Development Contribution Plan Report—</p> <ol style="list-style-type: none"> 1. Short Term 1-5 years <ol style="list-style-type: none"> a. Kargotich Road 2. Medium Term 6-10 years <ol style="list-style-type: none"> a. Bishop Road (West) b. North South Spine Road c. Mundijong Road (West) <p>Refer to annual Development Contribution Plan Report.</p>
2. Adding a new entry into Appendix 10; 10C—Mundijong Urban Development Contribution Area—Scheme Development Contribution'	
Development contribution area name	10C—Mundijong Urban
Reference number on Scheme Map(s)	DCA 3
Boundary of development contribution area	Refer Scheme Map(s)
Items	<p>Bishop Road (East) (Integrator B) upgrade between Tonkin Highway reserve and Bett Road—</p> <ul style="list-style-type: none"> • 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 Integrator B standard; • Associated drainage works including water sensitive urban design measures; • Traffic control devices including one set of traffic lights and one roundabout; • Upgrade of one existing at-grade rail crossing; • Shared paths; • Utility removal, relocation and insertion; and • Associated costs including design, administration and management. <p>Taylor Road (Integrator B) upgrade between Bishop Road and Keirnan Street—</p> <ul style="list-style-type: none"> • 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 Integrator B standard. • Associated drainage works including water sensitive urban design measures; • Traffic control devices including intersection treatments and associated works; • Shared paths; • Utility removal, relocation and insertion; and • Associated costs including design, administration and management. <p>Town Centre Distributor Road (Whitby New Road) (Integrator B) construction between Taylor Road and South Western Highway—</p> <ul style="list-style-type: none"> • Land required to achieve a 30m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections; • Earthworks for the whole road reserve; • Complete road construction to a Liveable Neighbourhoods Integrator B standard; • Associated drainage works including water sensitive urban design measures; • Traffic control devices including intersection treatments and associated works;

	<ul style="list-style-type: none"> • Construction of one at-grade 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. <p>Note: The construction of the at-grade crossing is subject to agreement between the Road Manager and Rail Infrastructure Manager. The Local Government is responsible to manage communications between all stakeholders, obtain the required approvals and arrange for an Australian Level Crossing Assessment Model (ALCAM) Report and a Rail Safety Report to be undertaken.</p> <p>Construction of the at-grade crossing should not be considered prior to the freight rail being realigned away from the Mundijong Urban area.</p> <p>In the event that an at-grade rail crossing is not approved, the local government is to apply any funds already collected to an approved alternate crossing or if no crossing is approved any collected funds shall be applied to the Town Centre Distributor Road item generally or other items in the DCP.</p>
	<p>North-South Road (Integrator B) construction between Watkins Road and Galvin Road—</p> <ul style="list-style-type: none"> • Land required to achieve a 30m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections; • Earthworks for the whole road reserve; • Complete road construction to a Liveable Neighbourhoods Integrator B standard; • Associated drainage works including water sensitive urban design measures; • Traffic control devices including intersection treatments and associated works; • Shared paths; • Utility removal, relocation and insertion; and • Associated costs including design and management.
	<p>Skyline Boulevard (Neighbourhood Connector A) construction between Town Centre Distributor Road (Whitby New Road) and Tinspar Avenue—</p> <ul style="list-style-type: none"> • Land required to achieve a 25m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections; • Earthworks for the whole road reserve; • Complete road construction to a Liveable Neighbourhoods Neighbourhood Connector A standard; • Associated drainage works including water sensitive urban design measures; • Traffic control devices including intersection treatments and associated works; • Shared paths; • Utility removal, relocation and insertion; and • Associated costs including design and management.
	<p>Tinspar Avenue (Neighbourhood Connector A) construction between Skyline Boulevard and South Western Highway—</p> <ul style="list-style-type: none"> • Land required to achieve a 25m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections; • Earthworks for the whole road reserve; • Complete road construction to a Liveable Neighbourhoods Neighbourhood Connector A standard; • Associated drainage works including water sensitive urban design measures; • Traffic control devices including intersection treatments and associated works; • Shared paths; • Utility removal, relocation and insertion; and • Associated costs including design and management.

	<p>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—</p> <ul style="list-style-type: none"> • Earthworks; • Grassing; • Irrigation; and • Associated costs relating to construction including design and management. <p>Kiernan Park Stage 3 District Sporting Space (LSP Precinct C) Improvements for two playing fields, each having minimum dimension of 205m x 175m—</p> <ul style="list-style-type: none"> • Earthworks; • Grassing; • Irrigation; and • Associated costs relating to construction including design and management. <p>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—</p> <ul style="list-style-type: none"> • Earthworks; • Grassing; • Irrigation; and • Associated costs relating to construction including design and management. <p>Land for District Open Space, Public Open Space, and Drainage— All land required for district open space, public open space and/or drainage purposes.</p> <p>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> <p>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 Mundijong Urban Development Contribution Plan and any technical documents necessary for the implementation of the above, including—</p> <ul style="list-style-type: none"> • 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).
Contribution methodology	<p>A Cost Contribution rate is to be calculated on a m² basis based on the remaining developable land in the DCP Precinct/Area. 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).</p> <p>For simplicity of calculation, all Residential lots/dwellings will be calculated as an average R25 (350m²) lot. For Non-Residential subdivision or development, the actual lot area is used for the calculation.</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"> Summary of Costs Estimated Future Lot Yield by approved Local Structure Plan by Precinct. Estimated Future Lot Yield by intended local Structure Plan by Precinct.

	<p>(d) Contribution Rate Per Lot by cost Item.</p> <p>(e) Outstanding Cost of Completed Works (Expenditure on All Cost Items—Value of All Contributions Received).</p> <p>(f) Infrastructure Cost Escalator.</p> <p>(g) Land Value Escalator.</p> <p>(h) Administration Cost Escalator.</p> <p>(i) Precinct Daily Escalation Rate.</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> $ER = (\%IC/TC \times IER) + (\%LV/TC \times LVER) + (\%AC/TC \times AER) \text{ Where—}$ <ul style="list-style-type: none"> • ER—is the weighted Escalation Rate; • DER—is the daily escalation rate (ER/365); • IC—is the estimated Infrastructure Cost; • LV—is the estimated Land Value; • AC—is the estimated Administration Cost • TC—is the Total Cost being IC + LV + AC; • IER—is the Infrastructure Escalation Rate; • LVER—is the Land Value Escalation Rate; • AER—is the Administration Escalation Rate; and • D—is the number of days since the last cost review.
	<p>The start date for daily escalation is the review date for the prevailing Cost Review.</p> <p>R25 zoning (350m² 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 350m²—</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>(ii) <i>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>(iii) <i>Non-residential subdivision or development</i></p> <p>A development contribution is required for the creation of non-residential lots based on the actual size and number of lots created (minus the equivalent of one 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.</p> <p>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—</p>

	<p>Square metre rate x square metre size of land being developed (including alterations and additions) = Required development contribution</p> <p>For new private education establishments and associated development, provided a shared use agreement for public access to district open space is agreed to the satisfaction of the Local Government, development contributions shall be levied at 0.3 percent of the total development costs of the site, as agreed with the Local Government based on the building licence application.</p> <p>(iv) <i>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	15 years (2034)
Priority and timing of infrastructure provision	<p>A summary of the estimated timing and priority for the delivery of each item of infrastructure is provided below to align with the Council's long-term strategic plan and infrastructure plan with the details outlined in the Development Contribution Plan Report.</p> <p>The following items are priority items—</p> <ol style="list-style-type: none"> 1. Bishop Road (East) <p>The infrastructure items are to be delivered in the following broad timeframes with a more detailed timeline provided in the Development Contribution Plan Report—</p> <ol style="list-style-type: none"> 1. Short Term 1-5 years <ol style="list-style-type: none"> a. Kiernan Park Stage 3 District Sporting Space b. Bishop Road (East) c. Town Centre Distributor Road (Whitby New Road) 2. Medium Term 6-10 years <ol style="list-style-type: none"> a. Taylor Road b. Skyline Boulevard c. Tinspar Avenue 3. Long Term 11-15 years <ol style="list-style-type: none"> a. North South Road b. Whitby High School District Sporting Space c. Taylor Road /Scott Road Primary School Neighbourhood Open Space <p>Refer development contribution plan report (as revised from time to time).</p>
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>
<ol style="list-style-type: none"> 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.

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

PREMIER AND CABINET

PR401

INTERPRETATION ACT 1984 MINISTERIAL ACTING ARRANGEMENTS

It is hereby notified for public information that the Governor, in accordance with section 12(c) of the *Interpretation Act 1984*, has approved the following temporary appointment.

Hon S. E. Winton MLA to act temporarily in the office of Minister for Transport; Planning; Ports in the absence of the Hon R. Saffioti MLA for the period 26 June to 3 July 2023 (both dates inclusive).

E. ROPER, Director General, Department of the Premier and Cabinet.

PUBLIC NOTICES

ZZ401

TRUSTEES ACT 1962 DECEASED ESTATES

Notice to Creditors and Claimants

In the matter of the Estate of Patricia Taylor late of 20 Bright Road Calista 6167 Western Australia, deceased.

Creditors and other persons having claims (to which Section 63 of the *Trustees Act 1962* relates) in respect of the deceased who died on 29 April 2022, are required by the Executor Charmaine Taylor of 37 Adelong Avenue Golden Bay 6174, to send the particulars of their claims to 37 Adelong Avenue Golden Bay 6174 by one month from the publication of this notice after which date the Personal Representative may convey or distribute the assets, having regard only to the claims of which they then have notice.