

Form 2A

**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 JARRAHDALE LOCAL PLANNING SCHEME NO. 3

**AMENDMENT NO. 2**

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

**Byford Traditional Infrastructure DCP**

- Replacing the text in 'Schedule 7.1 – Byford Development Contribution Plan' with the following:

Development Contribution Plan	DCP1
Development Contribution Area Name	Development Contribution Area 1 – Byford
Reference Number on Scheme Map(s)	SCA6/DCA1
Items	<p><b>Thomas Road (Primary Regional Road)</b> between Tonkin Highway and Wungong South Road:</p> <ul style="list-style-type: none"> <li>Land required that is in excess of a standard 20m reserve, to achieve a 50-metre-wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections.</li> <li>Earthworks for the unconstructed carriageway</li> <li>The construction and upgrade of one carriageway to a Primary Regional Road standard, including intersection treatments and traffic control devices as required.</li> <li>Associated drainage works including water sensitive urban design measures.</li> <li>Shared paths.</li> <li>Utility removal, relocation and insertion; and</li> <li>Associated costs including design and management.</li> </ul>

**Commented [SM1]:** Admin fixup - no change to current practice.

**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 with the DCP:

- Land required that is in excess of a standard 20m reserve, to achieve a 30-metre-wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections.
- Earthworks for the whole road reserve.
- Complete road construction 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.

**Commented [SM2]:** Admin fixup - no change to current practice.

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

- Land required that is in excess of a standard 20m reserve, to achieve a 30-metre-wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections.
- Earthworks for the whole road reserve.
- 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.

**Commented [SM3]:** Admin fixup - no change to current practice.

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 that is in excess of a standard 20m reserve, to achieve a 25-metre-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.
- 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.

**Commented [SM4]:** Admin fixup - no change to current practice.

**Indigo Parkway (Integrator B) between Thomas Road and Larsen Road:**

- Land required that is in excess of a standard 20m reserve, to achieve a 22.5-metre-wide road reserve adjacent to Public Open Space, a 30-metre-wide road reserve for the Malarkey Rd section, and a 27.5-metre-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.

**Commented [SM5]:** Admin fixup - no change to current practice.

**Sansimeon Boulevard (Integrator B) south of Larsen Road to Abernethy Road:**

- Land required that is in excess of a standard 20m reserve, to achieve a 22.5-metre-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

**Commented [SM6]:** Admin fixup - no change to current practice.

- measures.
- Shared paths.
  - Utility removal, relocation and insertion; and
  - Associated costs including design and management.

**Doley Road (Neighbourhood Connector A) between Abernethy Road and Orton Road:**

- Land required that is in excess of a standard 20m reserve, to achieve a 30-metre-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 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.

**Commented [SM7]:** Admin fixup - no change to current practice.

**Warrington Road (Neighbourhood Connector B) between Abernethy Road and Orton Road:**

- Land required 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.

**Byford Central District Open Space Improvements:**

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

**West Byford Primary School/Kalimna District Open Space Improvements (under JUA):**

- Earthworks.
- Grassing.
- Irrigation; and

	<ul style="list-style-type: none"> <li>• Associated costs relating to construction including design and management.</li> </ul> <p><b>The Glades District Open Space Improvements</b> This will be a district level Futsal space (hardcourts).</p> <ul style="list-style-type: none"> <li>• Earthworks.</li> <li>• Grassing and/or Hard Landscaping.</li> <li>• Irrigation; and</li> <li>• Associated costs relating to construction including design and management.</li> </ul> <p><b>Orton Road District Open Space Improvements and REW Enhancement:</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• Earthworks.</li> <li>• Grassing.</li> <li>• Irrigation; and</li> <li>• Associated costs relating to construction including design and management.</li> </ul> <p>In addition to the above, the buffer associated with the Cardup Brook Resource Enhancement Wetland (REW) is considered a regionally valuable ecological and environmentally sensitive corridor. As such, the Shire requires the REW along the Cardup Brook to be developed to a standard considered above minimum standard.</p> <p><b>Hopkinson Road DOS (Oval):</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• Earthworks.</li> <li>• Grassing.</li> <li>• Irrigation; and</li> <li>• Associated costs relating to construction including design and management.</li> </ul> <p><b>Land for District Open Space, Public Open Space, Drainage and Roads:</b></p>
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**Commented [SM8]:** Confirming Futsal

**Commented [SM9]:** New Inclusion for L33 Hopkinson. Have used same cost as other DOS (single senior oval). Land is included as not identified as DOE site.

	<p>All land required for district open space, public open space (including Community Purpose POS), multiple use drainage corridors and new roads or road widening (excluding the standard 20m road reserve).</p> <p><b>Water Monitoring:</b></p> <p>All expended and estimated future costs for the post development water monitoring programme required by the Byford Townsite Drainage and Water Management Plan.</p> <p><b>Administrative:</b></p> <p>All future costs associated with administration of the DCP, including:</p> <ul style="list-style-type: none"> <li>• Costs to prepare and administer the DCP.</li> <li>• Costs associated with the annual review of cost estimates.</li> <li>• Cost associated with the review of the cost apportionment schedules based on land development undertaken since the last review.</li> <li>• Costs for undertaking valuations.</li> <li>• Fees for professional services directly linked to the preparation and implementation of the DCP.</li> <li>• Costs for Computer software and/or hardware upgrades necessary to enable DCP preparation.</li> <li>• Proportion of staff salaries directly related to DCP administration.</li> <li>• Financial institution fees and charges associated with the administration of DCP funds; and</li> <li>• Interest charged on loans taken out to pre-fund items included in the DCP.</li> </ul>
Contribution Methodology	<p>The Byford development contribution area is divided into five precincts as shown within Schedule 7.1.</p> <p>Cost Contribution rate is to be calculated on a m<sup>2</sup> basis based on the remaining developable land in the DCP Precinct/Area identified in Schedule 7.1. The remaining DCP cost is shared proportionally across the remaining developable land in the DCP Precinct/Area as follows -</p> <p>(Remaining Cost / Remaining Developable land = \$ contribution rate per m<sup>2</sup>).</p> <p>For simplicity of calculation, all Residential lots/dwellings will be calculated as an average R20 (450m<sup>2</sup>) 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> <ul style="list-style-type: none"> <li>• Road Upgrades and Construction</li> <li>• District Open Space Improvements</li> </ul>

**Commented [SM10]:** Admin fixup - no change to current practice.

<ul style="list-style-type: none"> <li>• Land required for Roads, POS, Community Purposes POS, Drainage and DOS</li> <li>• Water monitoring costs</li> <li>• Administration costs</li> <li>• Yields and Lots completed and expected</li> <li>• Escalation Rates</li> </ul> <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 start date for daily escalation is the approval date for the prevailing Cost Review.</p> <p>The Contribution Rate is to be applied as follows where DER is the daily escalation rate and D is the number of days since the last cost review:</p> <p><u>Standard residential subdivision or development</u></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>(Precinct contribution rate per lot/dwelling x DER x D x number of additional lots or dwellings being created = Required development contribution)</p> <p><u>Non-standard residential subdivision or development</u></p> <p>E.g., Lifestyle village, retirement village, caravan park, park home estate or similar.</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>(Precinct contribution rate per lot/dwelling x DER x D x number of additional lots or dwellings being created = Required development contribution)</p> <p><u>Non-residential subdivision or development</u></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 non-residential development, that lot shall be exempt from the requirement for a development contribution to be made.</p> <p>For clarity purposes, the area of the lot accommodating the existing approved non-residential development is to be subtracted from the</p>
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	<p>overall subdivision area, before calculating the development contribution for the remaining balance of the subdivision area.</p> <p>New non-residential development (including alteration 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><u>Mixed-use development</u></p> <p>The R20 subdivision/development potential of the site, or the actual number of lots/dwellings being created at the time of subdivision/development, whichever is the greater (minus the equivalent of one lot or dwelling), multiplied by the applicable development contribution rate.</p> <p>Where based on dwelling potential -</p> <p>(Precinct contribution rate per lot/dwelling x DER x D x R20 subdivision/development potential of the site - the equivalent of one lot or one dwelling = Required contribution rate)</p> <p>Where based on the actual number of dwellings -</p> <p>(Precinct contribution rate per lot/dwelling x DER x D x actual number of residential lots/dwellings being created - the first dwelling being created = Required development contribution)</p>
Period of operation	20 years (2034)



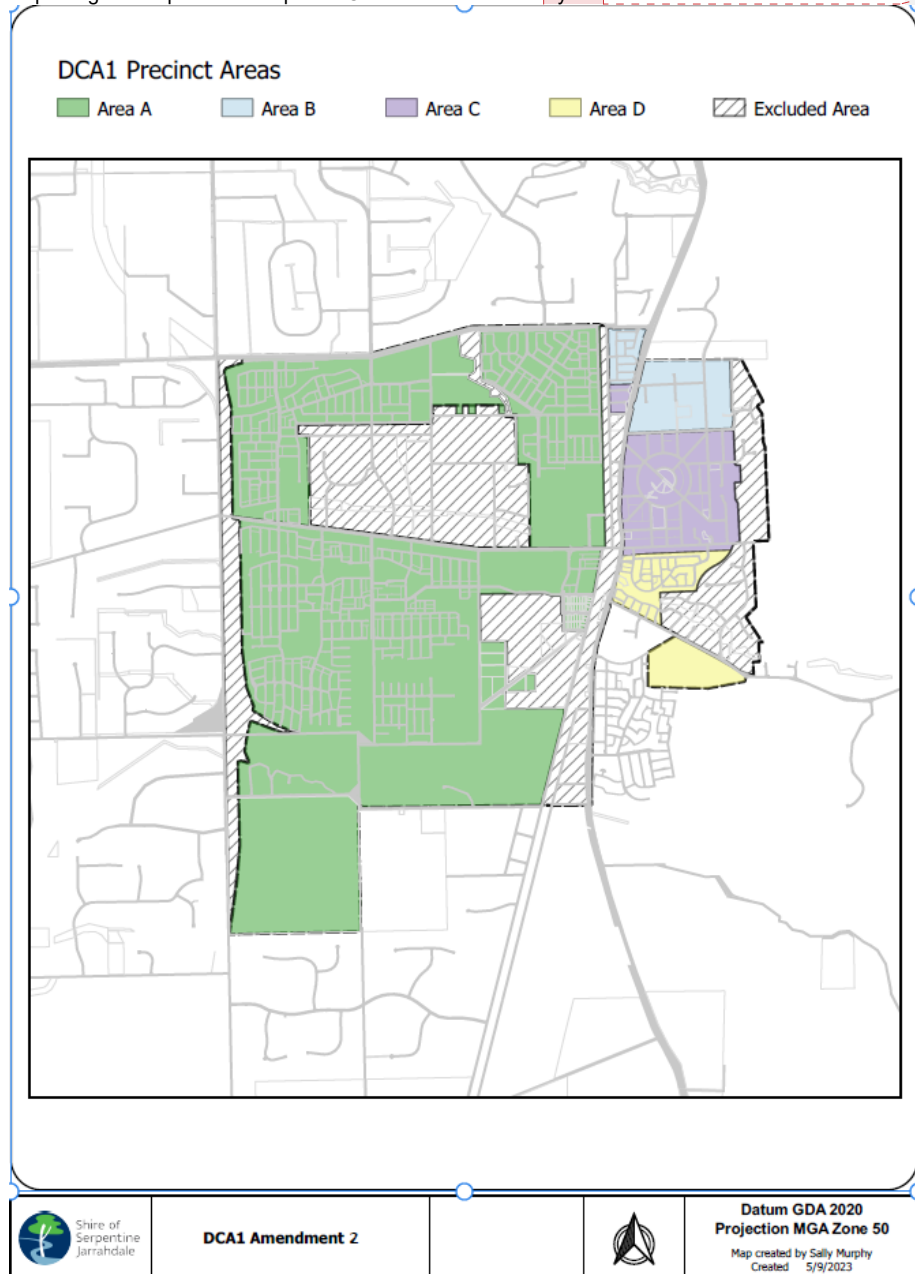
Priority and timing of infrastructure provision	<p>A summary of the estimated timing and priority for the delivery of each item of infrastructure is provided below to align with the Council’s long-term strategic plan and infrastructure plan with the details outlined in the Development Contribution Plan Report.</p> <p>The following infrastructure items are priority items at the time of this Amendment-</p> <p>1. Indigo Parkway</p> <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> <table><tr><th>Priority</th><th>Project</th><th>Timeline (Completion)</th></tr><tr><td>1</td><td>Byford Central DOS</td><td>Completed</td></tr><tr><td>2</td><td>Kalimna DOS</td><td>Completed</td></tr><tr><td>3</td><td>Kardan Boulevard</td><td>Completed</td></tr><tr><td>4</td><td>Abernethy Road</td><td>Completed</td></tr><tr><td>5</td><td>Thomas Road</td><td>Completed</td></tr><tr><td>6</td><td>Sansimeon Boulevard</td><td>Completed</td></tr><tr><td>7</td><td>Indigo Parkway</td><td rowspan="4">Short Term: 2024 - 2029</td></tr><tr><td>8</td><td>The Glades DOS</td></tr><tr><td>9</td><td>Orton Road DOS &amp; REW</td></tr><tr><td>10</td><td>Doley Road</td></tr><tr><td>11</td><td>Warrington Road</td><td rowspan="3">Medium Term: 2030 - 2032</td></tr><tr><td>12</td><td>Orton Road</td></tr><tr><td>13</td><td>Hopkinson Road DOS</td></tr></table>	Priority	Project	Timeline (Completion)	1	Byford Central DOS	Completed	2	Kalimna DOS	Completed	3	Kardan Boulevard	Completed	4	Abernethy Road	Completed	5	Thomas Road	Completed	6	Sansimeon Boulevard	Completed	7	Indigo Parkway	Short Term: 2024 - 2029	8	The Glades DOS	9	Orton Road DOS & REW	10	Doley Road	11	Warrington Road	Medium Term: 2030 - 2032	12	Orton Road	13	Hopkinson Road DOS
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11	Warrington Road	Medium Term: 2030 - 2032																																				
12	Orton Road																																					
13	Hopkinson Road DOS																																					
Review process	<p>The development contribution plan will be reviewed when considered appropriate, having regard to the rate of subsequent development in the area since the last review and the degree of development potential still existing, but not exceeding a period of 5 years.</p>																																					

**Commented [SM11]:** Inserted for clarity

**Commented [SM12]:** Amended to Indigo as Sansimeon has completed

2. Replacing the map for "Development Contribution Area 1 – Byford"

**Commented [SM13]:** New inclusion of L33 Hopkinson (bottom left corner)



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

#### West Mundijong Industrial Traditional DCP

4. Replacing the text in 'Schedule 7.2 – 'West Mundijong Industrial Development Contribution Plan' with the following:

Development Contribution Plan	DCP2
Development Contribution Area Name	Development Contribution Area 2 – West Mundijong Industrial
Reference Number on Scheme Map(s)	SCA7/DCA2
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 (West) (Integrator B)</b> between Kargotich Road and the Tonkin Highway reservation:</p> <ul style="list-style-type: none"> <li>Land required that is in excess of a standard 20m reserve to achieve a 40m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections;</li> <li>Earthworks for the whole road reserve;</li> <li>The construction and upgrade of one carriageway to a Liveable Neighbourhoods Integrator B standard;</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 (Integrator B)</b> between the freight rail crossing and Mundijong Road:</p> <ul style="list-style-type: none"> <li>Land required that is in excess of a standard 20m reserve, to achieve a 30m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections;</li> <li>Earthworks for the whole road reserve;</li> <li>Complete road construction to a Liveable Neighbourhoods Integrator B standard;</li> <li>Associated drainage works including water sensitive urban</li> </ul>

**Commented [SM14]:** Admin fixup - no change to current practice.

**Commented [SM15]:** Admin fixup - no change to current practice.

	<p>design measures;</p> <ul style="list-style-type: none"> <li>• Traffic control devices including intersection treatments incorporating slip lanes and associated works;</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 (West) (Integrator B)</b> between Kargotich Road and Tonkin Highway reservation:</p> <ul style="list-style-type: none"> <li>• Land required that is in excess of a standard 20m reserve, to achieve a 30m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections;</li> <li>• Earthworks for the whole road reserve;</li> <li>• Complete road construction to a Liveable Neighbourhoods Integrator B Standard.</li> <li>• Associated drainage works including water sensitive urban design measures;</li> <li>• Traffic control devices including one set of traffic lights, intersection treatments incorporating slip lanes and associated works;</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>North South Spine Road (Integrator B)</b> between Bishop Road and Mundijong Road:</p> <ul style="list-style-type: none"> <li>• Land required that is in excess of a standard 20m reserve, to achieve a 27m wide road reserve between Scott Road and Leipold Road, and a 30m wide road reserve for the remaining length, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections;</li> <li>• Earthworks for the whole road reserve;</li> <li>• Complete road construction to a Liveable Neighbourhoods Integrator B standard;</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;</li> <li>• Shared paths; and</li> <li>• Associated costs including design, administration, and management.</li> </ul> <p><b>Land for drainage:</b></p> <p>All land required for district drainage purposes.</p> <p><b>Administrative:</b></p>
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**Commented [SM16]:** Admin fixup - no change to current practice.

**Commented [SM17]:** Admin fixup - no change to current practice.

**Commented [SM18]:** Reflective of approved subdivision

	<p>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"> <li>• Planning studies;</li> <li>• Traffic studies;</li> <li>• Drainage studies;</li> <li>• Road design costs where not allocated to specific road 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-</p> <p>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> $ER = (\%IC/TC \times IER) + (\%LV/TC \times LVER) + (\%AC/TC \times AER)$ <p>Where-</p> <p>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> <p>The start date for daily escalation is the review date for the prevailing Cost Review.</p>

Period of operation	20 years (2038)														
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 at the time of this Amendment</p> <p>1. Bishop Road (West)</p> <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> <table><tr><th>Priority</th><th>Project</th><th>Timeline (Completion)</th></tr><tr><td>1</td><td>Bishop Road (West)</td><td>Short Term: 2024 - 2029</td></tr><tr><td>2</td><td>North South Spine Road</td><td>Medium Term: 2030 - 2034</td></tr><tr><td>3</td><td>Kargotich Road</td><td rowspan="2">Long term: 2035 - 2038</td></tr><tr><td>4</td><td>Mundijong Road (West)</td></tr></table>	Priority	Project	Timeline (Completion)	1	Bishop Road (West)	Short Term: 2024 - 2029	2	North South Spine Road	Medium Term: 2030 - 2034	3	Kargotich Road	Long term: 2035 - 2038	4	Mundijong Road (West)
Priority	Project	Timeline (Completion)													
1	Bishop Road (West)	Short Term: 2024 - 2029													
2	North South Spine Road	Medium Term: 2030 - 2034													
3	Kargotich Road	Long term: 2035 - 2038													
4	Mundijong Road (West)														
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 the changes in the 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.</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>														

**Commented [SM19]:** Required due to very slow growth.

**Commented [SM20]:** Inserted for clarity

**Mundijong-Whitby Urban Traditional DCP**

5. Replacing the text in 'Schedule 7.3 – 'Mundijong Urban Development Contribution Plan' with the following:

Development Contribution Plan	DCP3
Development Contribution Area Name	Development Contribution Area 3 – Mundijong Urban
Reference Number on Scheme Map(s)	SCA8/DCA3
Items	<p><b>Bishop Road (East) (Integrator B)</b> upgrade between Tonkin Highway reserve and Bett Road:</p> <ul style="list-style-type: none"> <li>Land required that is in excess of a standard 20m reserve, to achieve a 30m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections;</li> <li>Earthworks for the whole road reserve;</li> <li>Complete road construction to a Liveable Neighbourhoods Integrator B standard;</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> <p><b>Taylor Road/Adams Street (Integrator B)</b> upgrade between Bishop Road and Mundijong Road:</p> <ul style="list-style-type: none"> <li>Land required that is in excess of a standard 20m reserve, to achieve a 30m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections;</li> <li>Earthworks for the whole road reserve;</li> <li>Complete road construction to a Liveable Neighbourhoods Integrator B standard;</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>Shared paths;</li> <li>Utility removal, relocation and insertion; and</li> <li>Associated costs including design, administration, and management.</li> </ul>

**Commented [SM21]:** Admin fixup - no change to current practice.

**Commented [SM22]:** Re-inclusion of the Adams St portion required due to LSP being progressed. Have used extrapolated m2 rate from Taylor Road section for new road section.

**Commented [SM23R22]:** NTS: Need to include junction with MJ Road in DCP Report.

**Commented [SM24]:** Admin fixup - no change to current practice.

	<p><b>Town Centre Distributor Road (Whitby New Road) (Integrator B)</b> construction between Taylor Road and South Western Highway:</p> <ul style="list-style-type: none"> <li>• Land required that is in excess of a standard 20m reserve, to achieve a 30m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections;</li> <li>• Earthworks for the whole road reserve;</li> <li>• Complete road construction to a Liveable Neighbourhoods Integrator B standard;</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 at-grade rail crossing;</li> <li>• Costs associated with one rail crossing closure (Keirnan Street);</li> <li>• Shared paths;</li> <li>• Utility removal, relocation and insertion; and</li> <li>• Associated costs including design and management.</li> </ul> <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. 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><b>North-South Road (Integrator B)</b> construction between Watkins Road and Galvin Road:</p> <ul style="list-style-type: none"> <li>• Land required that is in excess of a standard 20m reserve, to achieve a 30m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections;</li> <li>• Earthworks for the whole road reserve;</li> <li>• Complete road construction to a Liveable Neighbourhoods Integrator B standard;</li> <li>• Associated drainage works including water sensitive urban design measures;</li> <li>• Traffic control devices including intersection treatments and associated works;</li> <li>• Shared paths;</li> </ul>
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**Commented [SM25]:** Admin fixup - no change to current practice.

**Commented [SM26]:** Admin fixup - no change to current practice.



<ul style="list-style-type: none"> <li>• Utility removal, relocation and insertion; and</li> <li>• Associated costs including design and management.</li> </ul> <p><b>Skyline Boulevard (Neighbourhood Connector A)</b> construction between Town Centre Distributor Road (Whitby New Road) and Tinspar Avenue:</p> <ul style="list-style-type: none"> <li>• Land required that is in excess of a standard 20m reserve, to achieve a 25m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections;</li> <li>• Earthworks for the whole road reserve;</li> <li>• Complete road construction to a Liveable Neighbourhoods Connector A standard;</li> <li>• Associated drainage works including water sensitive urban design measures;</li> <li>• Traffic control devices including intersection treatments and associated works;</li> <li>• Shared paths;</li> <li>• Utility removal, relocation and insertion; and</li> <li>• Associated costs including design and management.</li> </ul> <p><b>Tinspar Avenue (Neighbourhood Connector A)</b> construction between Skyline Boulevard and South Western Highway:</p> <ul style="list-style-type: none"> <li>• Land required that is in excess of a standard 20m reserve, to achieve a 25m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections;</li> <li>• Earthworks for the whole road reserve;</li> <li>• Complete road construction to a Liveable Neighbourhoods Connector A standard;</li> <li>• Associated drainage works including water sensitive urban design measures;</li> <li>• Traffic control devices including intersection treatments and associated works;</li> <li>• Shared paths;</li> <li>• Utility removal, relocation and insertion; and</li> <li>• Associated costs including design and management.</li> </ul> <p><b>Whitby High School District Sporting Space (LSP Precinct A):</b></p> <p>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"> <li>• Earthworks;</li> <li>• Grassing;</li> <li>• Irrigation; and</li> <li>• Associated costs relating to construction including design and management.</li> </ul> <p><b>Kiernan Park Stage 3 District Sporting Space (LSP Precinct C):</b></p>	<p><b>Commented [SM27]:</b> Admin fixup - no change to current practice.</p> <p><b>Commented [SM28]:</b> Admin fixup - no change to current practice.</p>
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	<p>Improvements for two playing fields, each having minimum dimension of 205m x 175m:</p> <ul style="list-style-type: none"> <li>• Earthworks;</li> <li>• Grassing;</li> <li>• Irrigation; and</li> <li>• Associated costs relating to construction including design and management.</li> </ul> <p><b>Taylor Road/Scott Road Primary School Neighbourhood Open Space (LSP Precinct G):</b></p> <p>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"> <li>• Earthworks;</li> <li>• Grassing;</li> <li>• Irrigation; and</li> <li>• Associated costs relating to construction including design and management.</li> </ul> <p><b>Adams St / Cockram St Primary School Neighbourhood Open Space (LSP Precinct E1):</b></p> <p>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"> <li>• Earthworks;</li> <li>• Grassing;</li> <li>• Irrigation; and</li> <li>• Associated costs relating to construction including design and management.</li> </ul> <p><b>Land for District Open Space, Public Open Space, and Drainage:</b></p> <p>All land required for district open space, public open space and/or drainage purposes.</p> <p><b>Water Monitoring:</b></p> <p>All expended and estimated future costs for the post development water monitoring programme required by the Mundijong Drainage and Water Management Plan.</p> <p><b>Administrative:</b></p> <p>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>
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**Commented [SM29]:** Re-inclusion required due to LSP now being progressed. Will be required in life of DCP. Have used costs from Whitby HS DOS.

	<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 road items under the DCP;</li> <li>• Other related technical and professional studies;</li> <li>• Legal Costs;</li> <li>• Valuation;</li> <li>• Borrowing costs (Including loan repayments); and</li> <li>• Scheme Management Costs (including administration and management of the DCP).</li> </ul>
Contribution Methodology	<p>A Cost Contribution rate is to be calculated on a m<sup>2</sup> 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 -</p> <p>(Remaining Cost / Remaining Developable land = \$ contribution rate per m<sup>2</sup>).</p> <p>For simplicity of calculation, all Residential lots/dwellings will be calculated as an average R25 (350m<sup>2</sup>) 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> <ul style="list-style-type: none"> <li>• Summary of Costs</li> <li>• Estimated Future Lot Yield by approved Local Structure Plan by Precinct.</li> <li>• Estimated Future Lot Yield by intended Local Structure Plan by Precinct.</li> <li>• Contribution Rate Per Lot by cost Item.</li> <li>• Outstanding Cost of Completed Works (Expenditure on All Cost Items - Value of All Contribution Received).</li> <li>• Infrastructure Cost Escalator.</li> <li>• Land Value Escalator.</li> <li>• Administration Cost Escalator.</li> <li>• Precinct Daily Escalation Rate.</li> </ul> <p>To ensure costs remains 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> $ER = (\%IC/TC \times IER) + (\%LV/TC \times LVER) + (\%AC/TC \times AER)$ <p>Where -</p> <p>ER- is the weighted Escalation Rate;</p>

<p>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> <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><u>Standard residential subdivision or development</u></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><u>Non-standard residential subdivision or development (e.g. Lifestyle village, retirement village, caravan park, park home estate or similar)</u></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><u>Non-residential subdivision or development</u></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</p>
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		<p>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><u>Mixed-use development</u></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	of	15 years (2038)

**Commented [SM30]:** Admin fixup - no change to current provision - 2034 is a typo in the gazettal. Shd be 2038 (2023 + 15 yrs)

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 infrastructure items are priority items <b>at the time of this Amendment</b> -</p> <p>1. <b>Kiernan Park Stage 1 District Sporting Space</b></p> <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> <table><tr><th>Priority</th><th>Project</th><th>Timeline (Completion)</th></tr><tr><td>1</td><td>Kiernan Park Stage 1 DSS</td><td rowspan="4">Short Term: 2024 - 2029</td></tr><tr><td>2</td><td>Taylor Rd/Adams St</td></tr><tr><td>3</td><td>Town Centre Distributor Rd (Whitby New Rd)</td></tr><tr><td>4</td><td>Bishop Road (East)</td></tr><tr><td>5</td><td>North South Road</td><td rowspan="4">Medium Term: 2030 to 2034</td></tr><tr><td>6</td><td>Whitby High School DSS</td></tr><tr><td>7</td><td>Skyline Boulevard</td></tr><tr><td>8</td><td>Taylor Rd/Scott Rd NOS</td></tr><tr><td>9</td><td>Adams St/Cockram St NOS</td><td rowspan="2">Long Term: 2035 to 2036</td></tr><tr><td>10</td><td>Tinspar Avenue</td></tr></table>	Priority	Project	Timeline (Completion)	1	Kiernan Park Stage 1 DSS	Short Term: 2024 - 2029	2	Taylor Rd/Adams St	3	Town Centre Distributor Rd (Whitby New Rd)	4	Bishop Road (East)	5	North South Road	Medium Term: 2030 to 2034	6	Whitby High School DSS	7	Skyline Boulevard	8	Taylor Rd/Scott Rd NOS	9	Adams St/Cockram St NOS	Long Term: 2035 to 2036	10	Tinspar Avenue
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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 suitable qualified person.</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 (revenues received versus expenditure incurred).</p>																										

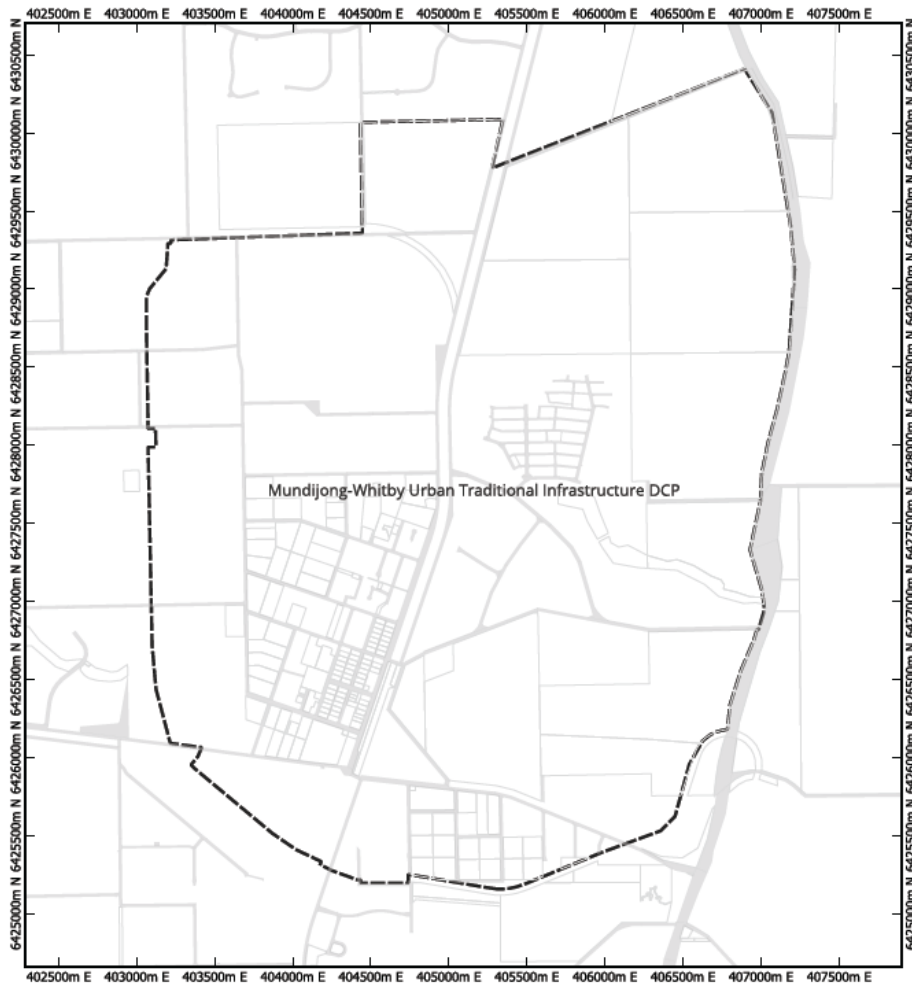
**Commented [SM31]:** Inserted for clarity



**Commented [SM32]:** Updated

6. Replacing the map for “Development Contribution Area 3 – Mundijong”

**Commented [SM33]:** New inclusion of L30 Soldiers Road (top centre)

**Development Contribution Area Boundary - DCA3**



 <p>Shire of Serpentine Jarrahdale</p>	<p><b>DCA3 Amendment 2</b></p>		<p><b>Datum GDA 2020 Projection MGA Zone 50</b> Map created by Sally Murphy Created 5/3/2024</p>
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All boundaries shown on this map are for information only and do not constitute a guarantee of accuracy. For more information, please contact the Shire of Serpentine Jarrahdale.

**Community Infrastructure DCP**

7. Replacing the text in 'Schedule 7.4 – 'Byford and Mundijong Community Infrastructure Development Contribution Plan' with the following:

Development Contribution Plan	DCP4
Development Contribution Area Name	Development Contribution Area 4 – Byford and Mundijong Community Infrastructure
Reference Number on Scheme Map(s)	SCA9/DCA4
Relationship to other planning instruments:	<p>The CIDCP generally conforms to:</p> <ul style="list-style-type: none"> <li>• Integrated Planning and Reporting Framework (IPRF)</li> <li>• Strategic Community Plan (SCP)</li> <li>• Corporate Business Plan (CBP)</li> <li>• Long Term Financial Plan (LTFP)</li> <li>• State Planning Policy 3.6 (SPP3.6)</li> <li>• Community Infrastructure and Public Open Space Strategy (CIPOSS)</li> <li>• Community Infrastructure Implementation Plan (CIIP)</li> <li>• Byford District Structure Plan &amp; Development Contribution Plan (BDSP &amp; DCP)</li> <li>• Mundijong District Structure Plan &amp; Development Contribution Plan (MDSP &amp; DCP)</li> </ul>
Items	<p><b>Byford Community Infrastructure:</b></p> <p>B01: Byford Library &amp; Multi-Agency Service Centre – Building  B02: Briggs Park Pavilion  B03: Briggs Park Youth Centre  B04: Briggs Park Recreation Centre Extension  B05: Orton Road District Sport Space – Building &amp; Lights  B06: Byford Skate Park – Extension &amp; Pump Track  B07: Cardup Brook Themed Playground – Nature Play  B08: Lindt Street Themed Playground – Adventure Playground  B09: The Glades District Community Facility – Building  B11: Hopkinson Road DOS – Building &amp; Lights</p> <p><b>Mundijong Community Infrastructure:</b></p> <p>M01: Whitby District Sporting Space – Building &amp; Lights  M02: Mundijong Whitby Skate Park &amp; Pump Track  M05: Themed Playground – Dog Park  M06: Keirnan Park Youth Centre  M07: Whitby Themed Playground – Adventure Playground  M11: Keirnan Park District Sporting Space – Building &amp; Lights</p> <p><b>Region wide at Keirnan Park:</b></p>

**Commented [SM34]:** B10 Kalimna Sporting Reserve removed - no change to current costs as costs have never been included for this item.

**Commented [SM35]:** New inclusion required due to inclusion of L33 Hopkinson

**Commented [SM36]:** Removal of "Ovals" - Admin fixup - no change to current practice/costs. Ovals are in DCA3.



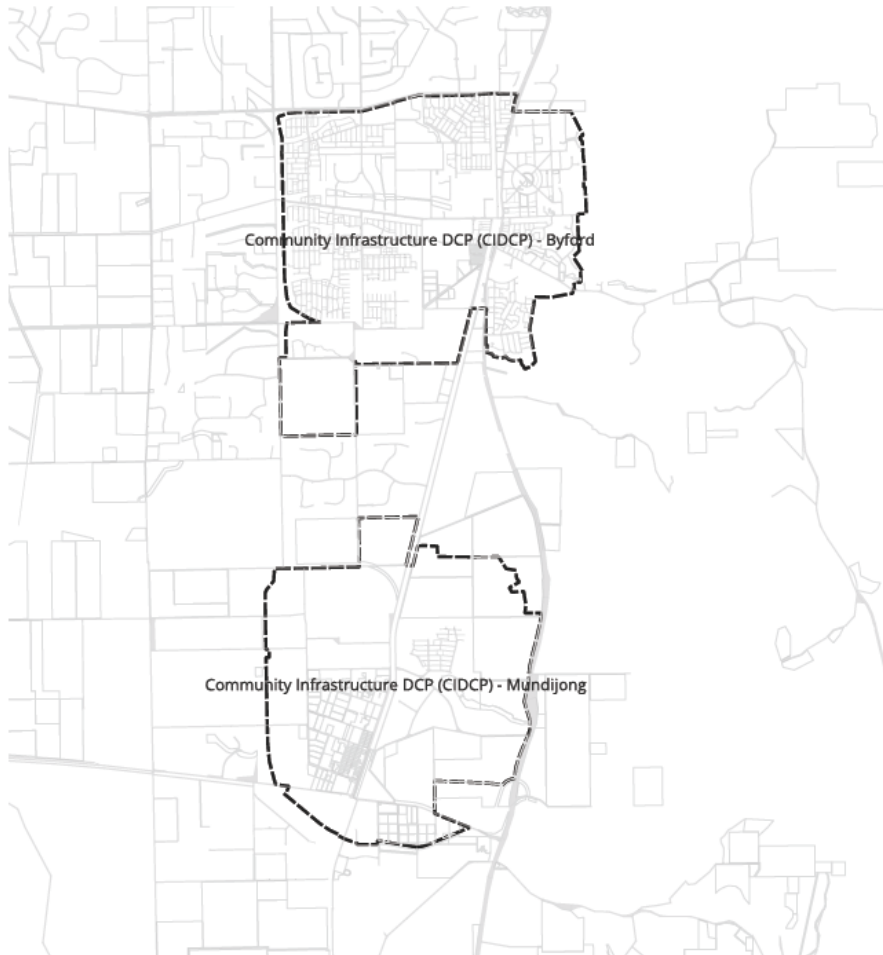
	<p>S01: Keirnan Park BMX relocation Regional facility (Stage 2)</p> <p><b>Administrative costs of the CIDCP:</b></p> <ul style="list-style-type: none"> <li>• Costs to prepare and administer the CIDCP</li> <li>• Costs associated with the annual review of cost estimates</li> <li>• Costs associated with the review of the cost apportionment schedules based on land development undertaken since the last review</li> <li>• Costs for undertaking valuations</li> <li>• Fees for professional services directly linked to the preparation and implementation of the CIDCP</li> <li>• Costs for computer software and/or hardware upgrades necessary to enable CIDCP preparation</li> <li>• Proportion of staff salaries directly related to CIDCP administration</li> <li>• Financial institution fees and charges associated with the administration of CIDCP funds</li> <li>• Interest charged on loans taken out to pre-fund items included in the CIDCP</li> </ul>
Contribution Methodology	<p>The Shire's Integrated Planning and Reporting Framework identifies the needs that impact on the CIDCP. The contributions outlined in this plan have been derived based on the need for facilities generated by additional development in DCA4. This calculation excludes the -</p> <ul style="list-style-type: none"> <li>• demand for a facility that is generated by the current population</li> <li>• demand created by external usage – the proportion of the use drawn from outside the main catchment area</li> <li>• future usage – the proportion of usage that will be generated by future development outside the development contribution plan timeframe</li> </ul> <p>Infrastructure costs have been allocated to the DCA4 area which they will service, or if servicing both areas, have been apportioned proportionally to the forecasted growth of each area. The Shire will carry a portion of these costs based on the existing population.</p> <p><math display="block">\frac{(\text{Additional Forecasted Population} / \text{Total Forecasted Population}) \times 100}{= \text{Allocated\%}}</math></p> <p>Costs of each DCA sub-area are then divided by the anticipated number of new lots. The cost per new lot can then be used in the following formula:</p> <p><math display="block">\text{Contribution Rate per lot/dwelling} \times \text{number of additional lots/dwellings being created} = \text{Required Development Contribution}</math></p> <p>Details of the apportionment percentages and how they have been derived are included in the CIDCP Report.</p>

Period of operation	of	The CIDCP will be in operation until 2036.																																											
Priority timing of infrastructure provision	and of	<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 infrastructure items are priority items at the time of this Amendment -</p> <div><div>1. Kiernan Park Stage 2 BMX relocation</div><div>2. Keirnan Park DSS</div></div> <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> <table><tr><th>Priority</th><th>Project</th><th>Timeline (Completion)</th></tr><tr><td>1</td><td>Byford Skate Park</td><td>Completed</td></tr><tr><td>2</td><td>Kiernan Park Stage 2 BMX</td><td rowspan="5">Short Term: 2024 to 2029</td></tr><tr><td>3</td><td>Keirnan Park Stage 1 DSS</td></tr><tr><td>4</td><td>Briggs Park Pavilion</td></tr><tr><td>5</td><td>The Glades District Community Facility</td></tr><tr><td>6</td><td>Byford Library</td></tr><tr><td>7</td><td>Briggs Park Youth Centre</td><td rowspan="9">Medium Term: 2030 to 2035</td></tr><tr><td>8</td><td>Orton Road DSS</td></tr><tr><td>9</td><td>Lindt St Playground</td></tr><tr><td>10</td><td>Whitby (Reilly Road) DSS</td></tr><tr><td>11</td><td>Mundijong Dog Park</td></tr><tr><td>12</td><td>Whitby Playground</td></tr><tr><td>13</td><td>Briggs Park Recreation Centre Extension</td></tr><tr><td>14</td><td>Cardup Brook Playground</td></tr><tr><td>15</td><td>Mundijong Whitby Skate Park</td></tr><tr><td>16</td><td>Hopkinson Road DSS</td><td rowspan="2">Long Term: 2036</td></tr><tr><td>17</td><td>Keirnan Park Youth Centre</td></tr></table>			Priority	Project	Timeline (Completion)	1	Byford Skate Park	Completed	2	Kiernan Park Stage 2 BMX	Short Term: 2024 to 2029	3	Keirnan Park Stage 1 DSS	4	Briggs Park Pavilion	5	The Glades District Community Facility	6	Byford Library	7	Briggs Park Youth Centre	Medium Term: 2030 to 2035	8	Orton Road DSS	9	Lindt St Playground	10	Whitby (Reilly Road) DSS	11	Mundijong Dog Park	12	Whitby Playground	13	Briggs Park Recreation Centre Extension	14	Cardup Brook Playground	15	Mundijong Whitby Skate Park	16	Hopkinson Road DSS	Long Term: 2036	17	Keirnan Park Youth Centre
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Review process		<p>The CIDCP shall be reviewed five years from the date of gazettal of the local planning scheme or amendment to the local planning scheme to incorporate the CIDCP, or earlier should the local government consider it appropriate having regard to the rate of development in the area and the degree of development potential still existing.</p> <p>The estimated infrastructure costs shown in the cost apportionment schedule shall be reviewed at least annually to reflect changes in funding and revenue sources and indexed based on the Building Cost Index or other appropriate index as approved by the qualified person undertaking the certification of costs.</p>																																											

Replacing the map for “Development Contribution Area 4 – Byford and Mundijong Community Infrastructure”

**Commented [SM37]:** Inclusion of L33 Hopkinson Rd for Byford (bottom left) and L30 Soldiers Rd for Mundijong (top Centre)

## Development Contribution Area Boundary - DCA4



**DCA4 Amendment 2**



**Datum GDA 2020  
Projection MGA Zone 50**  
Map created by Sally Murphy  
Created 5/3/2024

8. Amending the Scheme Maps to replace the DCA4 boundary with the DCA boundary shown on the Proposed Zoning Map.

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

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

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 2024.

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

## Scheme Amendment Report

## Amendment 2 Scheme Amendment Report

### 1 INTRODUCTION

This scheme amendment report has been prepared in support of a proposed amendment to the Shire of Serpentine-Jarrahdale Local Planning Scheme No. 3 (LPS3).

Part 5 Special Control areas and Schedule 7 of LPS3, provides that the Byford Urban, Mundijong-Whitby Urban and West Mundijong Industrial Development Areas are each subject to a Traditional Development Contribution Plan. Likewise, a Community Infrastructure Development Contribution Plan is also in place for the Byford and Mundijong-Whitby Urban development areas.

The purpose of this amendment is fourfold:

- To extend the DCA boundary for the Byford Traditional DCP and Community DCP to include Lot 33 Hopkinson Road (recently rezoned to "Urban"), and to include new infrastructure to be built within Lot 33 which is envisaged to be developed within the lifespan of the DCPs;
- To extend the DCA boundary for the Mundijong-Whitby Urban Traditional DCP and Community DCP to include Lot 30 Soldiers Road (which is in the process of being rezoned to "Urban");
- To include additional infrastructure within the Mundijong-Whitby Urban Traditional DCP for precincts now expected to be developed within the lifespan of the DCP;
- To extend of the lifespan of the West Mundijong Industrial DCP by 10 years, due to slower than anticipated growth in that DCP area.

### 2 BACKGROUND

#### Byford Traditional Infrastructure DCP and the Community DCP (Byford Precinct)

The latest Amendment to update the Byford Traditional DCP (Amendment 208 to TPS2) was gazetted on 23<sup>rd</sup> May 2023, which achieved the required 5-year major review. During the consultation period on the Amendment, the land at Lot 33 Hopkinson Road, Byford was rezoned as Urban and the landowner commenced drafting of a structure plan for the area, and which includes a District Open Space provision.

Lot 33 represents a southern extension to the urban development of Byford which will add a further 110 hectares of urban land, to the 1200 hectares of land currently being urbanised across Byford. From the outset of Byford's planning, it was recognised that the highly fragmented land situation warranted a very careful approach to the consideration of infrastructure, especially to ensure equity, fairness and transparency transpired. That is, there needed to be a clear degree of transparency and need / nexus associated with the transformation of rural farms into an urban settlement of 15,000 dwellings, or 40,000 to 50,000 people. With this in mind, the decision to add further urban development on Lot 33 has now seen the replanning of Byford's previous DSP (2008), resulting in the updated Byford District Structure Plan that was approved by WAPC in 2023. This has ensured that Lot 33 will integrate as a seamless, shared component of urban development in Byford, sharing the common infrastructure that is costed under both DCA1 (Byford Traditional) and DCA4 (Community Infrastructure).

The lots to be developed within the Lot 33 Hopkinson Road site will contribute towards the need for the proposed existing DCP infrastructure items included within the Community Infrastructure DCP for Byford, and the Byford Traditional Infrastructure DCP within Area A.

The remaining infrastructure items costed wholly to Area A include Doley Road, Indigo Parkway and Warrington Road. Details of the need and nexus for each item is included below:

**Indigo Parkway:** Future homeowners within the Lot 33 Hopkinson Road site will rely on Indigo Parkway to gain access out of the district centre/station precinct once built.

**Doley Road:** This is the key north-south link for access for Lot 33 Hopkinson Road to and from the district centre and station precinct. Lot 33 has a daily multi-trip reliance on Doley Road, reflective of the access imperative to/from the district centre and station precinct.

**Warrington Road:** provides access to and from the Briggs Park regional open space and the two secondary schools, which form a short term critical service for Lot 33 Hopkinson Road (with the Department of Education confirming that the Lot 33 schools are not currently on their forward projections).

The inclusion of Lot 33 Hopkinson Road within Area A is therefore considered appropriate.

As a district-level facility, the proposed DOS on the site is required, and will be used by, future residents across the Byford DCP areas. District Open Space is shared equally across all Precincts.

**Commented [SM38]:** Clarification requested by DPLH DCP Team

The above has resulted in the need to update the DCA Boundary for the existing Byford Traditional Infrastructure DCP and the Community DCP for Byford to include Lot 33 Hopkinson Road, and to account for the additional lots and infrastructure envisaged from this development, in order to equitably share the cost(s) within the DCPs (the building and lights being within the Community DCP and the oval and landscaping being within the Traditional DCP).

The “Need and Nexus” for the newly included infrastructure item included in the DCPs, considers the future capacity required within the DCP lifespans, which will ensure proper, orderly and cost-effective planning for the anticipated duration of the area’s hyper-growth.

#### Mundijong-Whitby Urban Traditional DCP

The latest Amendment to introduce the Mundijong-Whitby Urban Traditional DCP was gazetted on 23<sup>rd</sup> May 2023. During the consultation period, feedback was received that the land to the West of the Town Centre (precincts E1 and E2 on the Mundijong District Structure Plan), would not be substantially developed within the life of the DCP. Subsequently, related infrastructure servicing those precincts were removed from the proposed DCP.

Due to the lengthy assessment process for the DCP, the development front (in terms of pre-planning) in the Mundijong-Whitby Urban area has since progressed. The Shire is now working with a developer to finalise a Local Structure Plan for Precincts E1 and E2 and has been advised that substantial development is now planned to occur in this area within the lifespan of the DCP.

The development of the Western side of the DCP area require the previously removed infrastructure items to be re-instated, being the southern portion of Taylor Road/Adams Street and the Adams St / Cockram St Primary School Neighbourhood Open Space.

The “Need and Nexus” for each of the infrastructure items included in the DCP considers the future capacity required to 2038 which will ensure proper, orderly and cost-effective planning for the anticipated duration of the area’s hyper-growth.

An adjustment to the DCA Boundaries for DCA3 (Mundijong -Whitby Traditional DCP) and DCA4 (Community DCP) to include Lot 30 Soldiers Road. There are no additional infrastructure items required as a result of the inclusion of Lot 30, given that there are no further traditional or community items required which haven’t already been identified. For example, the traditional items already include provisions for Bishop Road, land for public open space and land for drainage which are the common costed items in the DCP. Lot 30 is at the final stages of being zoned Urban under the Metropolitan Region Scheme, and is therefore suitable for inclusion and will be sharing the infrastructure items already identified within the DCAs. Unlike DCA1 (Byford Traditional), there are also no Precincts under DCA3.

**Commented [SM39]:** New inclusion of Lot 30 Soldiers Road.

It is also noted that an administrative correction has been requested for the gazetted end date of the DCP. When the DCP was submitted in 2019 for a 15-year period, the end date would have been 2034. As gazetted occurred in 2023 for a 15-year period, the end date should have been adjusted to 2038.

**Commented [SM40]:** Clarification requested by DPLH DCP Team

#### West Mundijong Industrial Traditional DCP

The current lifespan of the DCP is 10 years, ending in February 2028. Development of the industrial area has been stagnant, with only 3 lots being developed to date. There are currently very little funds within the Reserve, and no infrastructure has yet been delivered.

It should be noted that the Shire, as the fastest growing LG in WA, has attempted to attract seed capital and the involvement of Development WA in the project, similar to their role played in Armadale Forrestdale Business Park, Peel Business Park and Latitude 32. In the absence of Government direction for this to occur, the Shire remains responsible for facilitating opportunities for development and funding via the DCP.

It is expected that development will gain momentum over the next decade, as a formal structure plan is now in place, and the Tonkin Highway extension planned to commence.

The forecast rate of development is around 15 hectares for the first few years from 2024, anticipated to ramp up over the next 10-15 years.

**Commented [SM41]:** Clarification requested by DPLH DCP Team

An extension of 10 years (to February 2038) is required for this DCP in order to collect enough funds to deliver the planned infrastructure, which will be required to support development occurring over this period to both the east and west of the site.

### **3 Statutory Planning Considerations**

The DCP proposals and new inclusions are prepared in accordance with the provisions of the Shire of Serpentine’s Local Planning Scheme No. 3 (LPS3) and State Planning Policy for Infrastructure Contributions 3.6 (SPP3.6).

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

### **4 Development Contribution Plans**

A marked up copy of the current DCP provisions (as gazetted and included within Part 5 section 7 of LPS3), detailing all proposed changes within this Amendment, is included along with this report.

## **5 Development Contribution Plan Reports**

A Draft DCP Report for each Amended DCP has been prepared to accompany the Scheme Amendment but will not form part of the Scheme. The Scheme Amendment and DCP Report will be advertised concurrently.

This includes the boundary changes (to the Byford Traditional and Community DCPs), as well as inclusion of the new infrastructure cost, and lot counts within each. It is noted that there is no change to cost or developable area within the West Mundijong Industrial DCP, where only the lifespan is proposed to change.

## **6 Consultation**

The updates and inclusions proposed have been informed and discussed with the Byford and Mundijong Industry Reference groups for consideration and feedback. At this time, we believe there is a general consensus amongst the group that the inclusions proposed are appropriate and meet the required Need and Nexus.

## **7 CONCLUSION**

Advertising of the most recent Amendments 208 and 209 relating to the Traditional DCPs took place between May and August 2020, with gazettal occurring in May 2023. The development front in both Mundijong and Byford has substantially progressed over this period, and this Amendment addresses those changes within the context of the DCPs.

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



Form 6A

**COUNCIL ADOPTION**

This Complex Amendment was adopted and is to proceed to advertising by resolution of the Council of the Shire of Serpentine Jarrahdale at the Ordinary Meeting of the Council held on the 19th day of February 2024.

.....  
SHIRE PRESIDENT

.....  
CHIEF EXECUTIVE OFFICER

**COUNCIL RECOMMENDATION**

This Amendment is recommended for support by resolution of the Shire of Serpentine Jarrahdale at the Ordinary Meeting of the Council held on the 18<sup>th</sup> day of March 2024 and the Common Seal of the Shire of Serpentine Jarrahdale was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....  
SHIRE PRESIDENT

.....  
CHIEF EXECUTIVE OFFICER

**WAPC ENDORSEMENT (r.63)**

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

DATE .....

**APPROVAL GRANTED**

.....  
MINISTER FOR PLANNING

DATE .....