



**SOUTHERN RIVER PRECINCT 1
DEVELOPMENT CONTRIBUTION PLAN REPORT**

September 2022

Document Control

Version	Date	Comment
1	8 November 2011	Adopted by Council on an interim basis (Resolution 522)
2	11 September 2012	Modified to incorporate provision for Holmes/Harpenden roundabout. (Resolution 438)
3	24 March 2015	Adopted by Council (Resolution 105)
4	22 March 2016	Adopted by Council (Resolution 86)
5	13 September 2016	Adopted by Council (Resolution 313 and 314)
7	8 August 2017	Adopted by Council (Resolution 246 and 247)
8	19 December 2017	Adopted by Council (Resolution 392 and 393)
9	11 September 2018	Adopted by Council (Resolution 296 and 297)
10	24 September 2019	Adopted by Council (Resolution 254 and 255)
11	13 October 2020	Adopted by Council (Resolution 278)
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13	27 September 2022	Adopted by Council (Resolution 239)

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1.0 INTRODUCTION

Amendment No. 108 to Town Planning Scheme No. 6 (TPS 6) proposed the formal establishment of a Development Contribution Plan (DCP) defining the extent of the Precinct 1 Development Contribution Area (DCA) and the Common Infrastructure Works (CIW) costs to be shared among land owners. The extent of the DCA is shown in Figure 1.

Precinct 1 has been divided into six sub-precincts, as shown in Figure 2

Amendment No. 108 was gazetted on 12 February 2016.

This document is a Development Contribution Plan Report (DCPR) and Cost Apportionment Schedule (CAS) for the purpose of the City of Gosnells TPS 6. The document details the key operational aspects of the DCP associated with the Southern River Precinct 1 Outline Development Plan (ODP).

The document includes parameters for:

- the provision of Common Infrastructure Works (CIW)
- the provision of Public Open Space (POS)
- the apportionment of the costs of CIW's across the ODP area

Some of the costs associated with developing individual parcels of land are not shared costs for the purposes of this arrangement. Shared costs have been identified and are those which provide broader benefits to a range of land owners within the ODP area.

Part 5 and Schedule 8 of TPS 6 contain the provisions that specifically apply to the Southern River Precinct 1 ODP area, particularly the items of infrastructure for which contributions must be made. TPS 6 should be read in conjunction with this document.

The DCPR itemises and costs items to be included as common costs. There may be other costs associated with the development of land within the ODP, however unless specified these are excluded from the DCPR and are considered to be subdivisional costs.

It is intended that the DCPR be reviewed at least annually to ensure CIWs costs, estimates and consequently contribution rates, are updated to account for cost changes and any modification made to the parameters of the DCP.

Figure 1 – Southern River Precinct 1 Development Contribution Area

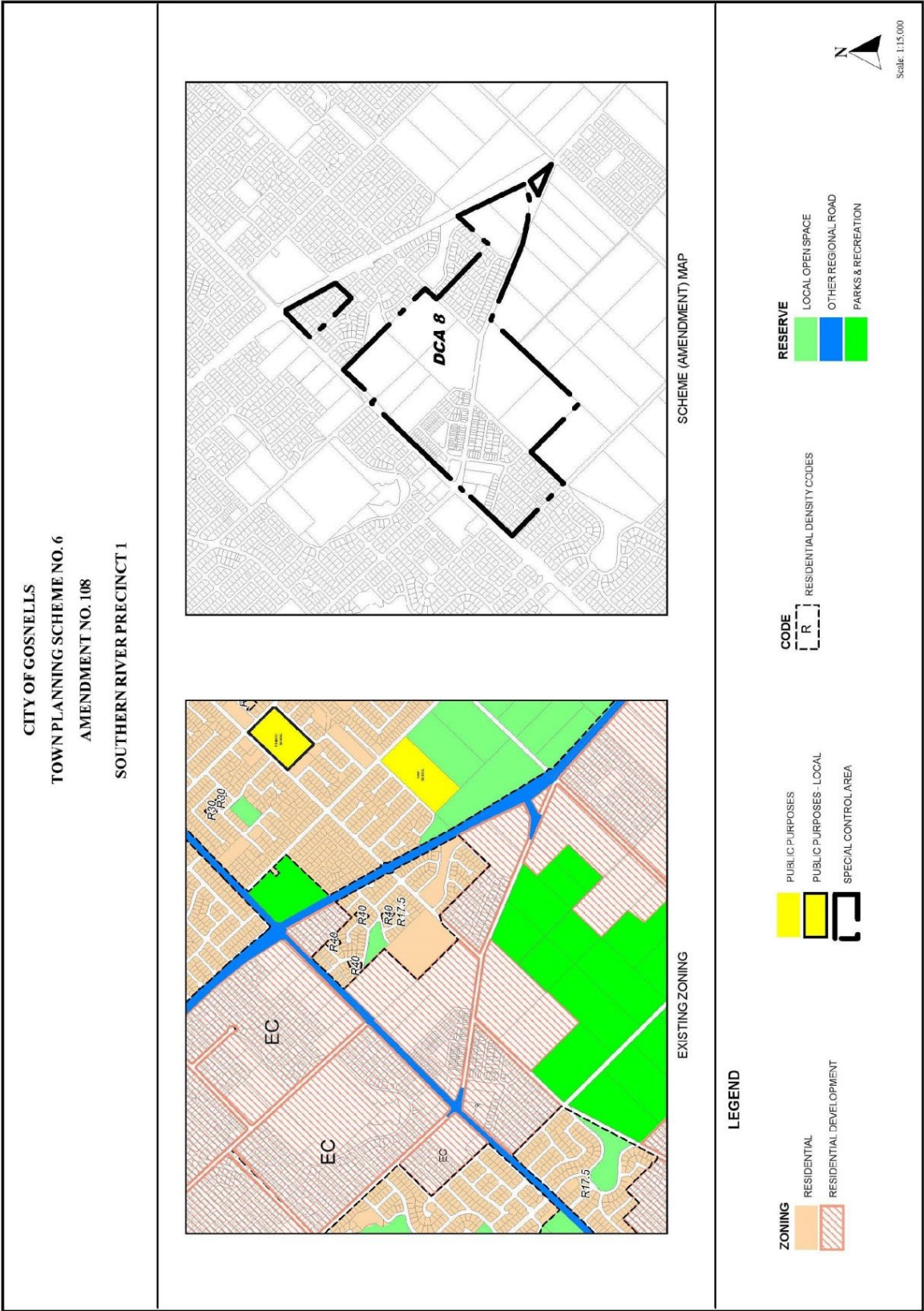
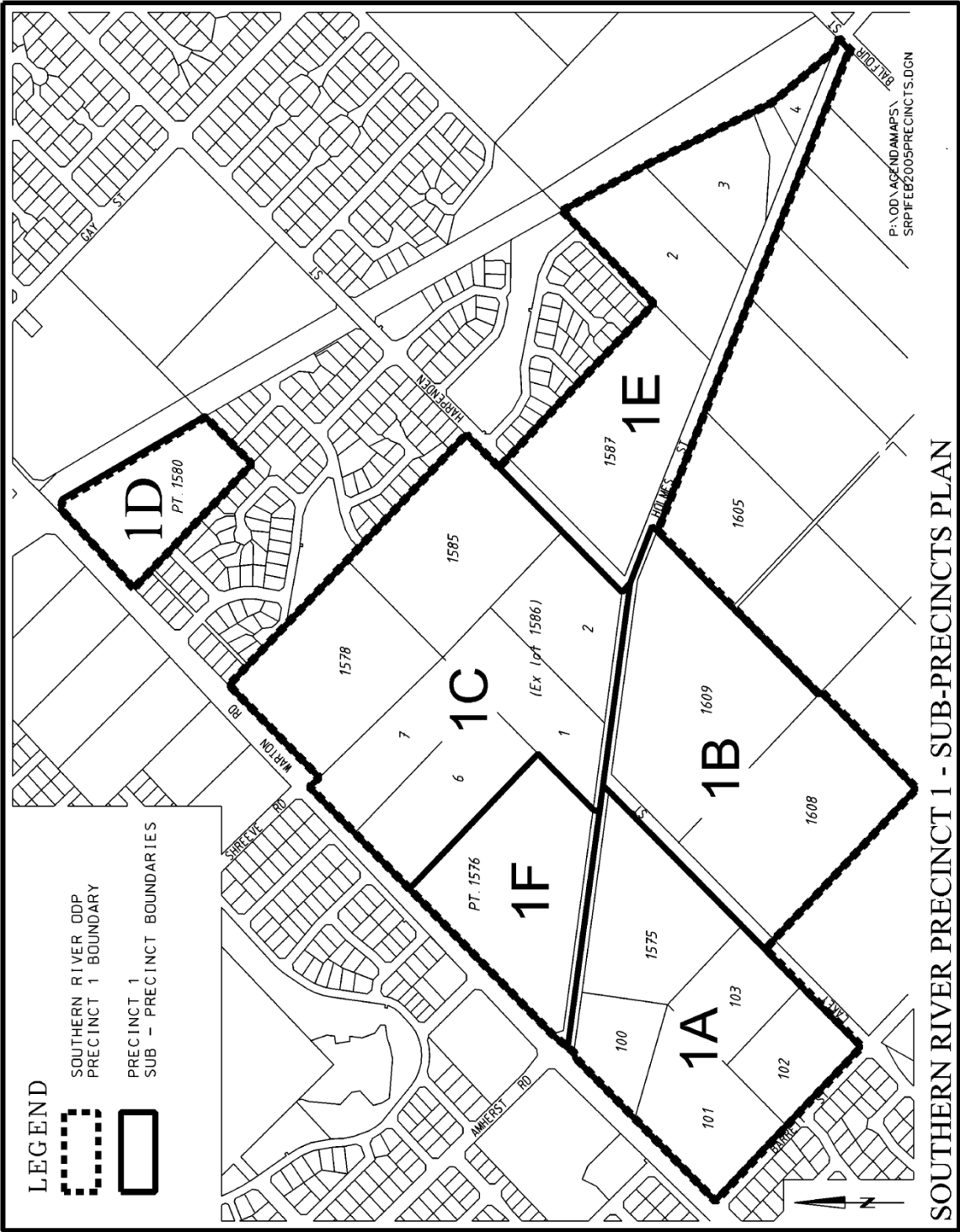


Figure 2 – Southern River Precinct 1 Sub-Precincts Plan



2.0 DEVELOPMENT CONTRIBUTION PLAN OVERVIEW

The development of land within Precinct 1 is subject to a requirement to make contributions towards CIW and certain land for public purposes identified as common to all developers in the DCA.

The various CIW funded by the arrangement include:

- Land for widening Warton Road
- Upgrade of Warton Road, where it abuts the DCA
- Traffic Signals
- Roundabout (Holmes / Harpenden)
- Land widening for the roundabout
- General Administration

Costs of CIWs are either estimated, for works yet to be completed or comprised of actual costs, for works that have been completed. These costs are subject to adjustment under review and uncompleted works are indexed based on the higher of relevant Australian Bureau of Statistics indices and publications relevant to the activities contemplated under the arrangement or the Consumer Price Index (CPI) with increases noted over the life of the arrangement and in turn, reflected in the contribution rate. Administration costs and completed works are indexed by CPI.

Details of the CIW cost items, their cost and the intended method of their apportionment to owners in the DCA area is provided in section 4.0.

The history of updates to the CIW contribution rates is detailed in the following table:

TABLE 1 – Contribution Rates update History				
Date of Revision	Land Valuation		Common Infrastructure Works	
	Valuation rate/ha	% increase	\$ rate/ha	% increase
Adoption 22/03/2016	\$1,600,000	N/A	\$93,134	N/A
13/09/2016	\$1,750,000	9.38%	\$93,476	0.37%
08/08/2017	N/A	N/A	\$94,600	1.20%
26/09/2017	N/A	N/A	\$88,300	N/A
28/08/2018 (revised)	N/A	N/A	\$90,000	1.90%
24/09/2019	N/A	N/A	\$91,300	1.30%
13/10/2020	N/A	N/A	\$92,100	2.20%
26/10/2021	N/A	N/A	\$93,100	1.10%
27/09/2022	N/A	N/A	\$100,200	7.63%

It should be noted that POS contribution requirements will be applied at the time of subdivision or development and will be in addition to CIW contribution requirements.

3.0 LAND VALUATION BASIS

An important component of the operation of the DCP is the land valuation basis. The land valuation basis is used to estimate the cost of acquiring land required for certain public purposes and in turn assist to determine the value of contributions to be collected to fund this cost.

Land valuations have comprised a combination of (i) actual values for land acquisitions that were completed prior to the final adoption of the DCPR and (ii) the application of englobo values based on annual reports from a Licenced Valuer, in accordance with the relevant provisions of Part 5 of TPS 6.

In the case of this DCPR those valuations were prepared assuming a base coding of R20 and on the assumption that the land required for public purposes is zoned and unconstrained for residential development.

As all land required for public purposes has been acquired (and are now actual costs) future reviews of the arrangement do not require a revision of these values.

4.0 COMMON INFRASTRUCTURE WORKS

4.1 Overview

All owners of land in the Precinct 1 DCA who subdivide or develop will be required to make a contribution toward the cost of providing the following CIW, consistent with the provisions of State Planning Policy 3.6 – Development Contributions for Infrastructure and Schedule 8 of TPS No. 6:

- Land for widening of Warton Road
- Upgrade of Warton Road, where it abuts the DCA
- Traffic signals at the intersections of Warton Road and Garden Street and Warton Road and Holmes Street
- The construction of a roundabout at the intersection of Holmes Street and Harpenden Street
- Land required to accommodate the construction of the roundabout at the intersection of Holmes Street and Harpenden Street
- Costs to administer and operate the DCP

A summary of CIW and the cost of their provision is provided in Table 3, with additional details outlined in Appendix A.

4.2 Calculation of Net Contribution Area

It is necessary to calculate the extent of the area required to contribute towards CIW. The Net Contribution Area (NCA) is used to determine the contribution rate.

Land able to be developed for residential or commercial purposes is required to make a contribution towards CIW.

TABLE 2: Calculation of CIW Contribution Area	
Gross Land Area	68.8638 ha
Less	
Bush Forever/Conservation Sites	19.3476 ha
Community Purpose Site	0.4116 ha
Public Open Space	4.6783 ha
Regional Road Widening	0.5191 ha
Land Required for Roundabout	0.0210 ha
Total Net Contribution Area (NCA)	43.8862 ha

It should be noted that land required for the construction of new subdivisional roads is not excluded from the NCA and is therefore required to make a contribution towards CIW.

4.3 Summary of Common Infrastructure Works

Table 3 provides a summary of the CIW costs applicable to the DCA and details how these costs will be apportioned as a contribution rate.

Costs are based upon average construction rates, current at the time of preparing the estimates, and advice received from service authorities and contractors, in addition to actual costs where construction/acquisition has already occurred.

A description of the scope of works and calculations of cost allowances are provided in Appendix A.

A plan illustrating the location of CIW's is provided in Appendix B.

The land component of the widening of Warton Road is illustrated in the Land Requirement Plan provided at Appendix B1.

The preliminary design for the roundabout at the intersection of Holmes and Harpenden Streets is provided at Appendix B2.

The adopted land valuation basis has been used to estimate the cost of providing CIW that involve a land component.

For the purpose of estimating CIW contribution costs for the DCA, the costs have been rounded up to the nearest \$100.

TABLE 3: PRECINCT 1 COMMON INFRASTRUCTURE WORKS – Cost Apportionment Schedule	
<i>Note: All costs exclude GST. No GST is applied to CIW contributions. (estimates based on 2014 rates)</i>	
\$824,200	1) Land Acquisition – Warton Road A contribution to 100% of the cost of acquiring land for the widening of Warton Road, including the value of any improvements, where it abuts the DCA. This land has been acquired. The total indexed cost of this land acquisition is \$824,110.67.
\$1,827,100	2) Upgrade of Warton Road A contribution to the cost of upgrading of Warton Road between Barrett Street and Garden Street. Allowance is made for half the cost of constructing one carriageway, including drainage, and half the cost of full earthworks for the second carriageway. This work has been completed and the actual costs have been determined. The total indexed cost for this work is \$1,827,010.38.
\$1,006,800	3) Traffic Signals A contribution to the cost of installing traffic signals at: <ul style="list-style-type: none"> Intersection of Warton Road and Holmes Street (50%) at an indexed cost of \$791,938.13. Intersection of Warton Road and Garden Street (25%) at an indexed cost of \$214,796.26. The above works have been completed and the actual costs have been determined. The total indexed cost of these works is \$1,006,734.39.

\$351,700	<p>4) Construction of Roundabout - Intersection of Holmes Street and Harpenden Street</p> <p>A contribution to 100% of cost of constructing a roundabout at the intersection of Holmes Street and Harpenden Street. These works have been completed and the actual cost has been determined.</p> <p>The total indexed cost of these works is \$351,691.90</p>
\$39,400	<p>5) Land Acquisition - Intersection of Holmes Street and Harpenden Street</p> <p>A contribution to 100% of the cost of acquiring land to accommodate the construction of the roundabout, at the intersection of Holmes Street and Harpenden Street.</p> <p>This land has been acquired - 201m² at an indexed cost of \$39,370.23</p>
\$346,400	<p>6) General Administration and Studies</p> <p>A contribution to 100% of the cost of administering the contribution arrangement, including:</p> <ul style="list-style-type: none"> • Accounting • Legal • Planning • Surveying • City staff costs <p>The total estimated cost of administration is \$346,325.08</p>
\$4,395,600	<p>Estimated total cost for common infrastructure works for the total net contribution area of 43.8862ha.</p> <p>(excludes any contribution to POS or development costs specifically relevant to a sub-precinct)</p>
\$100,200/ha	

4.4 Timing for the Completion of Common Infrastructure Works

Table 4 provides an estimate of the completion of CIW applicable to the DCA.

TABLE 4: PRECINCT 1 COMPLETION OF COMMON INFRASTRUCTURE WORKS	
CIW	Timing
Land Acquisition – Warton Road	Completed
Upgrade of Warton Road	Completed
Traffic Management	Completed
Land acquisition - Roundabout - Intersection of Holmes Street and Harpenden Street	Completed
Construction of Roundabout - Intersection of Holmes Street and Harpenden Street	Completed

5.0 OPERATION OF DEVELOPMENT CONTRIBUTION PLAN

Owners of land within the DCA will be required to make the requisite contributions outlined in the DCPR in accordance with clause 5.4.12 of TPS 6 and at the latest at the time of seeking Council's confirmation that the conditions of any subdivision or development approval have been complied with.

The DCP is to operate for a period of five years, unless otherwise determined by Council. An extension to the initial five year time period is required to ensure all landowners that are intending to develop pay the required costs.

If any dispute arises between a land owner and the City in connection with the operation of the DCP, it is to be resolved through the processes set out in Part 5 of TPS 6.

APPENDIX A – COMMON INFRASTRUCTURE WORKS COSTING DETAILS

1. Land Acquisition for Widening Warton Road

Warton Road is designated as an 'Other Regional Road' reservation under the Metropolitan Region Scheme (MRS). Land acquisition is required to provide for the upgrading of Warton Road from a single carriageway to dual carriageway between Garden Street and Barrett Street.

The cost of acquiring the land for the road widening will be met by all landowners within the DCA.

Land that was formerly part of Lots 6 and 7 was acquired and purchased by the City for the widening of Warton Road, as it was needed to facilitate road construction. The balance of the required land has also been acquired. A breakdown of the indexed costs is as follows:

- Former Lot 6 Warton Road – 1229m² at a cost of \$188,507.40
- Former Lot 7 Warton Road – 1636m² at a cost of \$202,098.69
- Former Lot 100 Warton Road – 136m² at a cost of \$25,346.78
- Former Lot 101 Warton Road – 699m² at a cost of \$130,275.02
- Former Lot 1576 Holmes Street – 1491 m² at a cost of \$277,882.78

The total indexed cost of acquiring land for the widening of Warton Road is \$824,110.67.

2. Upgrade of Warton Road

A contribution is required for half the cost of one additional carriageway and half the cost of earthworks for the second carriageway of 1,220 lm of Warton Road, as it abuts the DCA.

The upgrade of Warton Road was completed by the City between 2009 and 2013 and actual costs have been used to form the basis of the allowance in the DCPR.

The City obtained Grant funding from Main Roads WA that was applied to the overall costs of the works and a portion of the grant funding was used to reduce the cost borne by the DCA. The contribution required for constructing 1,220 lm of Warton Road was determined as follows and has been indexed under subsequent reviews:

Actual Cost of Works included within the DCA	\$1,537,844.00
Less proportionate value of Main Roads WA grant	\$ 217,168.00
Nett Contribution required from the DCPR (actual)	\$1,320,676.00
2022 indexed contribution	\$1,827,000.00

3. Traffic Signals

Allowance has been made for a contribution to works for the following traffic signals:

- 25% of the cost of traffic signals at the intersection of Warton Road and Garden Street (of the remaining 75%, 25% is funded by the development contribution arrangement associated with the Canning Vale Outline Development Plan and the rest from municipal funds).
- 50% of the cost of traffic signals at the intersection of Warton Road and Holmes Street (the remaining 50% is funded by the development contribution arrangement associated with the Canning Vale Outline Development Plan).

These signals were installed during the period this DCP report was drafted and the actual cost of works forms the basis for the allowance in the DCPR.

Intersection	Cost
Warton Road/Garden Street	\$214,796.26 (25% actual cost, indexed)
Warton Road/Holmes Street	\$791,938.13 (50% actual cost, indexed)
Total Allowance	\$1,006,734.39

4. Construction of Roundabout - Intersection of Holmes Street and Harpenden Street

A contribution is to be made to the construction of a roundabout at the intersection of Holmes Street and Harpenden Street.

These works were completed in 2020 for an actual cost of \$323,294.97 and an indexed actual cost of \$351,691.90 has been applied in this review.

5. Land Acquisition - Intersection of Holmes Street and Harpenden Street

A contribution is to be made to fund the cost of acquiring land to accommodate the construction of the roundabout, at the intersection of Holmes Street and Harpenden Street.

The cost of acquiring the land for the roundabout will be met by all landowners within the DCA.

This land was acquired at a valuation rate of \$1,600,000/ha for 0.0210ha of land in 2016 at an indexed cost of \$39,370.23.

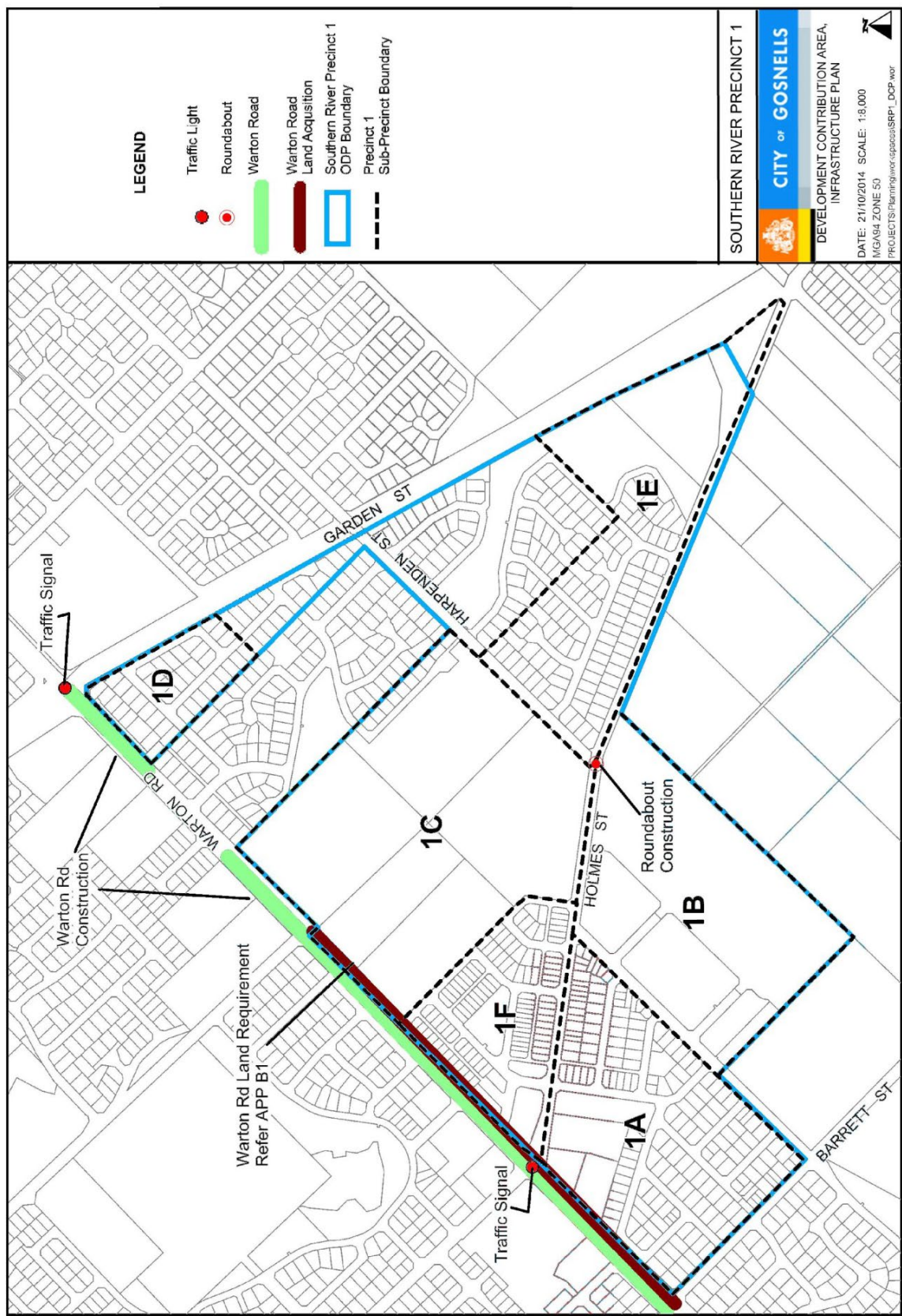
6. General Administration and Studies

Provision has been made for an indexed contribution to the broad range of costs associated with establishing and administering a DCA, which include the following:

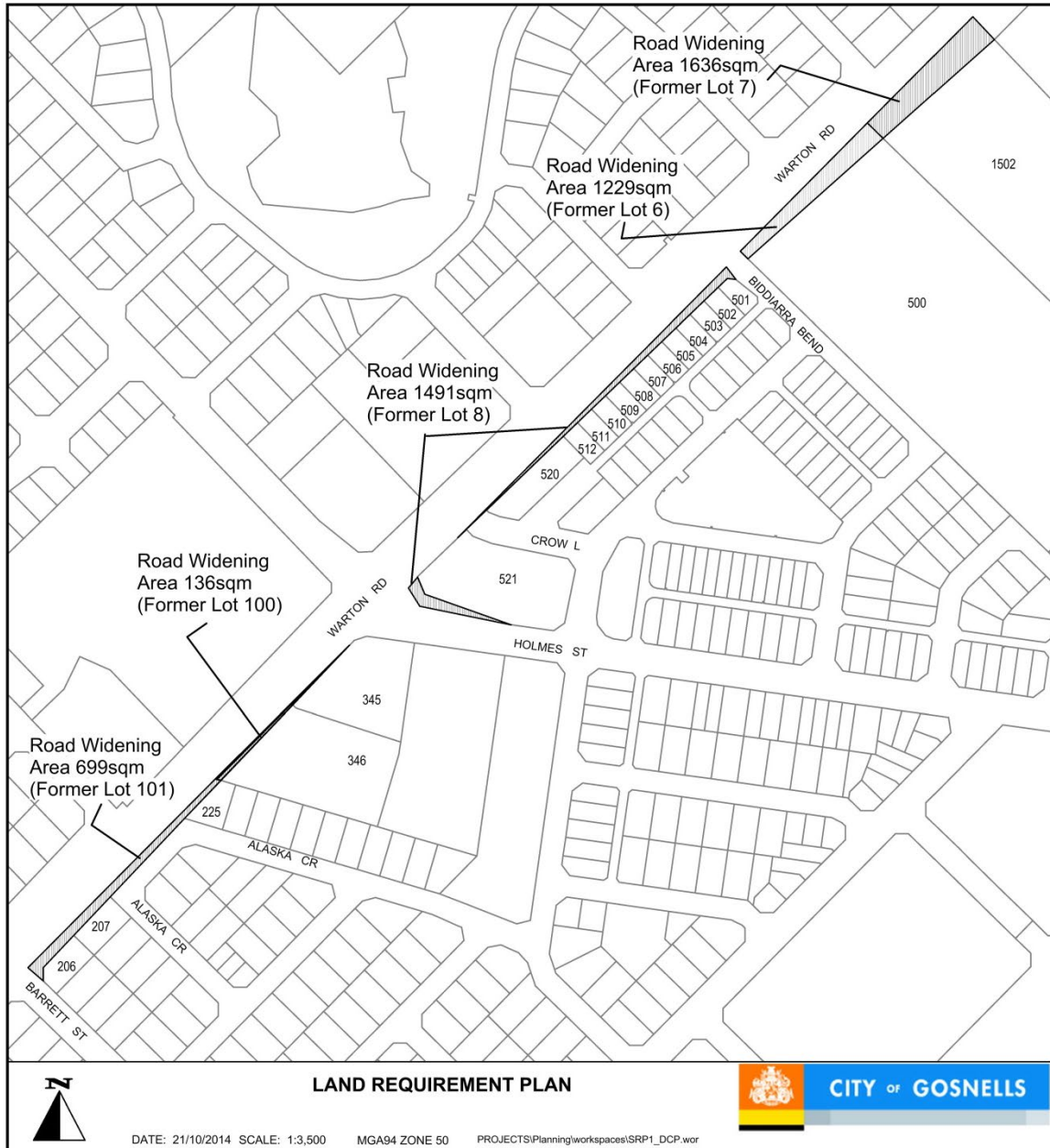
- Accounting (bank fees, audit costs, etc)
- Legal (technical advice, land acquisition costs etc)
- Surveying (cost estimates, land/titles, etc)
- City staff costs (time - establishment, contribution receipting, reviewing expenditure claims, updating DCP, customer service, reporting to Council, producing statements, etc)

The total indexed allowance for administration over the life of the DCA is estimated at \$346,325.08

Appendix B – Common Infrastructure Works Plan



Appendix B1 – Land Requirement Plan



LEGEND

STORMWATER DRAINAGE

EXISTING
CONCRETE MANHOLE
TRAFFICABLE MANHOLE
STORMWATER DRAINAGE LINE

PROPOSED
CONCRETE MANHOLE
TRAFFICABLE MANHOLE
STORMWATER DRAINAGE LINE

PUBLIC UTILITIES

EXISTING
FREE LIGHT STAY
VALVE HYDRANT
WATER
SEWER
GAS
TELEPHONE
FIBRE OPTIC CABLE

PROPOSED
FREE LIGHT STAY
VALVE HYDRANT
WATER
SEWER
GAS
TELEPHONE
FIBRE OPTIC CABLE

KERB TYPES

EXISTING
PROPOSED DIM-MOUNTABLE
PROPOSED POINTABLE
PROPOSED FLUSH
FUTURE ROAD

GENERAL NOTES:

1. THE DESIGN AND CONSTRUCTION OF THE ROUNDABOUT SHALL BE IN ACCORDANCE WITH THE STANDARDS SPECIFIED IN THE AUSTRALIAN STANDARD FOR ROAD DESIGN (AS/NZS 1163:2002) AND THE AUSTRALIAN STANDARD FOR ROAD MARKINGS (AS/NZS 1900:2002).
2. THE DESIGN AND CONSTRUCTION OF THE ROUNDABOUT SHALL BE IN ACCORDANCE WITH THE STANDARDS SPECIFIED IN THE AUSTRALIAN STANDARD FOR ROAD DESIGN (AS/NZS 1163:2002) AND THE AUSTRALIAN STANDARD FOR ROAD MARKINGS (AS/NZS 1900:2002).
3. THE DESIGN AND CONSTRUCTION OF THE ROUNDABOUT SHALL BE IN ACCORDANCE WITH THE STANDARDS SPECIFIED IN THE AUSTRALIAN STANDARD FOR ROAD DESIGN (AS/NZS 1163:2002) AND THE AUSTRALIAN STANDARD FOR ROAD MARKINGS (AS/NZS 1900:2002).
4. THE DESIGN AND CONSTRUCTION OF THE ROUNDABOUT SHALL BE IN ACCORDANCE WITH THE STANDARDS SPECIFIED IN THE AUSTRALIAN STANDARD FOR ROAD DESIGN (AS/NZS 1163:2002) AND THE AUSTRALIAN STANDARD FOR ROAD MARKINGS (AS/NZS 1900:2002).
5. THE DESIGN AND CONSTRUCTION OF THE ROUNDABOUT SHALL BE IN ACCORDANCE WITH THE STANDARDS SPECIFIED IN THE AUSTRALIAN STANDARD FOR ROAD DESIGN (AS/NZS 1163:2002) AND THE AUSTRALIAN STANDARD FOR ROAD MARKINGS (AS/NZS 1900:2002).
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7. THE DESIGN AND CONSTRUCTION OF THE ROUNDABOUT SHALL BE IN ACCORDANCE WITH THE STANDARDS SPECIFIED IN THE AUSTRALIAN STANDARD FOR ROAD DESIGN (AS/NZS 1163:2002) AND THE AUSTRALIAN STANDARD FOR ROAD MARKINGS (AS/NZS 1900:2002).