

POLICY

LPP14 – Structure Plan Area 6 Infrastructure Contributions



This Policy was adopted by Council to set governing principles in place that align the strategic direction of the organisation with community values and aspirations.

Purpose:

The purpose of this policy is:

To improve roads and paths uniting Structure Plan Area 6 with existing infrastructure, to an adequate standard to cope with the increasing population resulting from subdivision development in the area.

To set the parameters for developers for the allocation, implementation, funding and timing for provision and upgrade of shared infrastructure including roads and paths.

Policy Statement:

Definitions

'developer' - the person / body undertaking the subdivisional development at areas A, B and C as shown on Figure 1.

'development area' - the subdivisional development areas notated as either A, B or C on Figure 1.

'developer contribution apportionment' - the developer's obligation under this policy and is determined as a percentage of the overall number of lots. The developer contribution apportionment is used to calculate the developer contribution value.

'developer contribution value' - the developer's obligation expressed in dollars.

'LIA' - Light Industrial Area.

'new developer' this being a person / body undertaking subdivisional development within Structure Plan Area 6 of Local Planning Scheme 1 that is not identified on Figure 1 and is deemed to generate additional traffic and pedestrian movements and therefore becomes a party to this Policy.

'Outline Development Plan' - also referred to as a Structure Plan. This plan provides the broad layout of the development area that is, or is to be, endorsed by the Western Australian Planning Commission and forms the basis of more detailed subdivision planning at the subdivision application stage. The plan includes an indicative road and lot layout and public open space and drainage reserves areas and the maximum number of lots permitted to be developed.

'shared Infrastructure' – roads and paths located outside individual subdivisions that will be constructed or upgraded to cater for the additional traffic and pedestrian movements generated by subdivisional development within structural Plan Area 6.

'Shire' - the Shire of Augusta Margaret River.

'subdivision approval conditions' these are detailed conditions imposed by the Western Australian Planning Commission at the subdivision application and approval stage. The Shire will seek to impose a condition requiring the implementation of this Shire Policy as a subdivision approval condition.

Policy

Subdivision of three development areas marked A, B and C on Figure 1 will result in the creation of additional lots. Development of these lots will generate significant demands on the existing road and path network. Therefore the upgrading and/or construction of roads and paths has been identified as a requirement of the developers.

The Policy is to be used to determine the amount each developer must contribute to satisfy subdivision approval conditions related to the upgrading and construction of shared infrastructure. This will ensure that adequate road and pedestrian access systems are provided in a timely manner to service additional traffic and pedestrian movements within the area.

Infrastructure projects identified in this policy are limited to infrastructure that will have shared use from various development areas. Infrastructure that will be used specifically by one development area and / or wholly contained within the boundaries of a subdivision will also be required as a condition of individual subdivisions.

The infrastructure projects required for implementation have been prioritised having regard for the specific demands generated by residential development. Developers are encouraged to implement these projects, at their cost and to the satisfaction of the Shire.

Infrastructure Projects and Values

A project estimate was prepared during the formulation of the Policy based on industry rates at that time (November 2008) and confirmed in June 2010. Estimated project costs are shown in Table 1. The location and scope of the projects are detailed on the respective Figures. An allowance has also been included for scheme administration by the Shire, or by developers on behalf of the Shire

Table 1

Project	Project Values (\$)	Priority	Reference
Hillview Road upgrade	110,308	2	Figure 2
Ellis Street upgrade	156,086	3	Figure 2
Hillview Road & Ellis Street path	121,000	1	Figure 3
Hart Road South upgrade	198,605	5	Figure 4
Hart Road North & Luke Road upgrade	203,918	6	Figure 4
Hart Road path	102,850	4	Figure 5
Bussell Highway link road	500,158	7	Figure 6
Bussell Highway link road path	73,150	8	Figure 5
Scheme administration	10,000	9	N/A
Total	1,476,075		

Including GST

Developer Contribution Apportionment

Apportionment of the requirements of the Policy between developers has been undertaken on a per lot basis. The number of lots in each development area has been determined from the WAPC endorsed Outline Development Plans. To reflect final outcomes, the number of lots may be amended from time to time, based on subdivision plans that are approved by the WAPC for each development area.

As the owners of existing lots in the light industrial area will be a beneficiary of all of the projects in this Policy, the Shire will contribute based on the number of existing lots in the LIA.

The cost apportionment between developers and the Shire is shown in Table 2.

Table 2

Developer	No of Lots	Contribution Apportionment (%)	Contribution Value (\$)
Area A	975	66.8	986,411
Area B	182	12.5	184,130
Area C	260	17.8	263,043
Shire (LIA)	42	2.9	42,492
Total	1459	100.0	1,476,075

For the purpose of this Policy, the project values are deemed to be proportionally consistent to each other over time. Therefore, cost escalation due to inflation need not be considered in the overall apportionment of costs if the developers carry out the works. However, escalation due to inflation will need to be considered when payment is made in lieu of works.

Timeframe for Construction of Works

Contributions shall be paid at the rate of \$1,500 per lot plus adjustments for inflation. This will ensure that all of the infrastructure projects are delivered by the time two thirds of the lots within Structure Plan Area 6 have been created.

Contributions for the three development areas shall be capped at the levels indicated in Table 2. Per lot contributions shall be adjusted annually as described below.

The required timing for provision of individual projects is dependent on the timing of release of lots within the three individual development areas and/or combinations of these areas. The maximum combined number of lots that can be released prior to provision of the required projects is shown in Table 3 and is based on contributions of \$1,500 per lot:

Table 3

Project	Priority	Cost (\$)	Cumulative Cost (\$)	Cumulative No. of Lots
Hillview Road/Ellis Street path	1	121,000	121,000	81
Hillview Road upgrade	2	110,308	231,308	154
Ellis Road upgrade	3	156,086	387,394	258
Hart Road path	4	102,850	490,244	327
Hart Road South upgrade	5	198,605	688,849	459
Hart Road North & Luke Road upgrade	6	203,918	892,767	595
Bussell Highway link road	7	500,158	1,392,925	929
Bussell Highway link road path	8	73,150	1,466,075	977
Scheme administration	9	10,000	1,476,075	984

Works shall be constructed in accordance with the priorities in Table 1. However, as development may proceed at different times within the three development areas, the identified project priorities in this Policy may need to be amended by, or with the approval of the Shire.

Payment of Funds in lieu of Works

The figures provided in Tables 1, 2 and 3 are for the purpose of apportioning costs. It is preferable that developers construct all of the projects. If a developer elects to make cash contributions in lieu of the construction of projects, a 15% loading shall be applied to cover the cost of administration and project management.

The Shire may elect to pre-fund the construction of individual projects and recover the costs through subsequent contributions from developers.

Final Determination of Financial Contribution Values

A design and cost estimate shall be prepared for the Bussell Highway Link Road and Path (final project) either after completion of all other projects or completion of the final stage on an individual developer's subdivision. The final contribution values for each developer and the Shire shall then be determined by updating Tables 1, 2 and 3 or as revised under the New Developments scenario described below. The cost of the design and cost estimate, and any other costs associated with route definition planning and environmental investigations, shall be considered part of any financial contribution towards the project.

As contributions will not be received simultaneously from the developers, adjustments for inflation shall be made using the Australian Bureau of Statistics, Inflation – Producer Price

Indexes (6427), which can be accessed at:
<http://www.abs.gov.au/AUSSTATS>

Reference to Output of General Construction Industry (Table 16), Road and Bridge Construction (4121) – Western Australia.

Adjustments shall be applied to the cost estimate as determined above, on 30 June annually.

New Developments (Subdivisions)

Should a new development (subdivision) be approved during the construction phase of development areas A, B or C that generates shared traffic and pedestrian movements with those developments, then the contribution payable by that new developer shall be determined by incorporating the approved number of lots of that new development into Table 2 of the Policy and the contribution values and contribution apportionments re-calculated accordingly.

The contribution from the new developer may comprise:

- A financial contribution towards yet to be completed projects thereby reducing the financial contributions from Area's A, B, C and the Shire; or
- A part refund to Developers A, B, C or the Shire; or
- Should additional shared infrastructure be identified by the Shire that provides benefits to all development areas, then the new developer may provide such works to the contribution value determined.

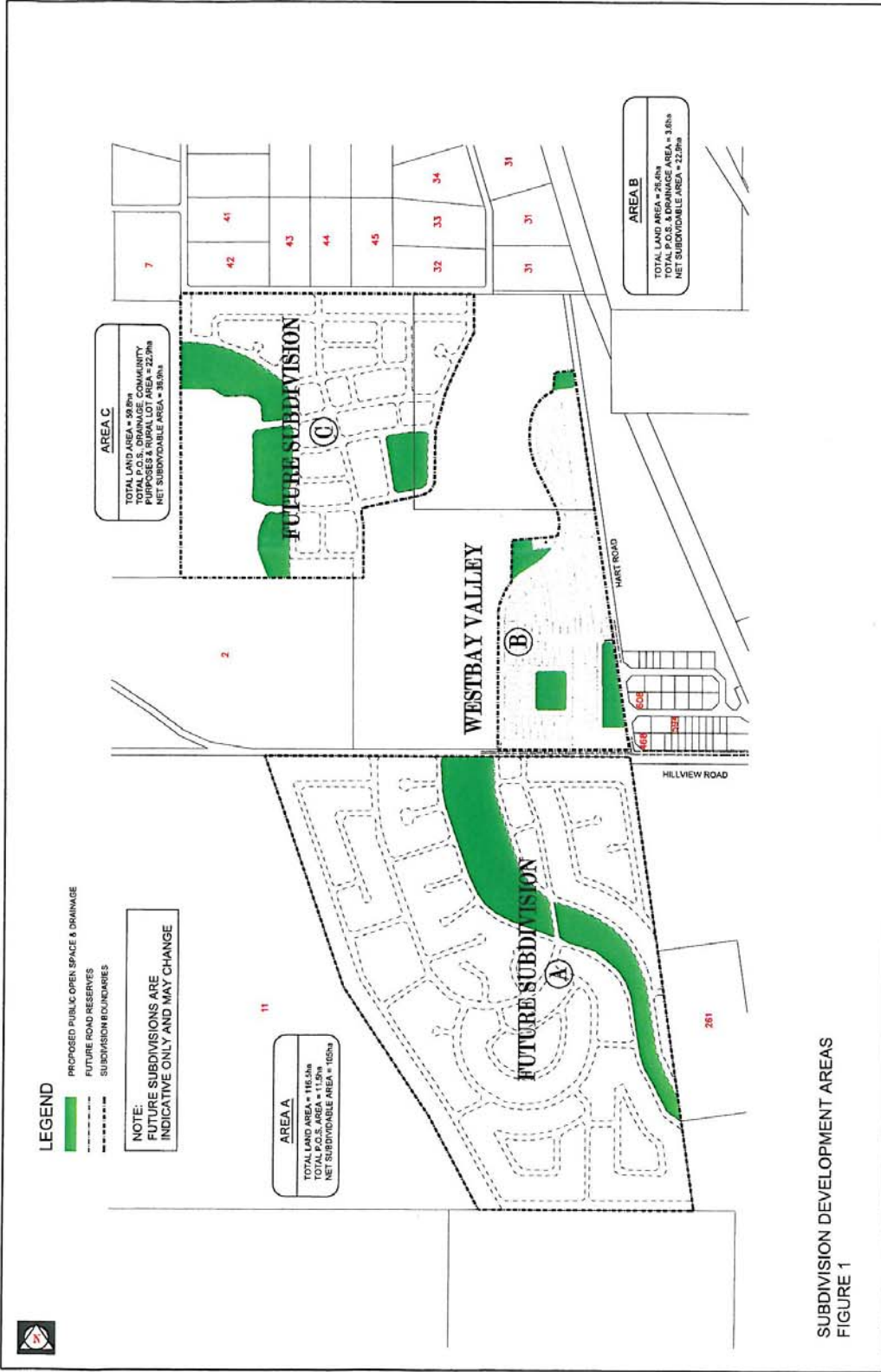
The form and value of the contribution shall be determined by the Shire.

Development Completion

No rights to reimbursement exist under this Policy for an individual developer once subdivision of the respective development area is completed.

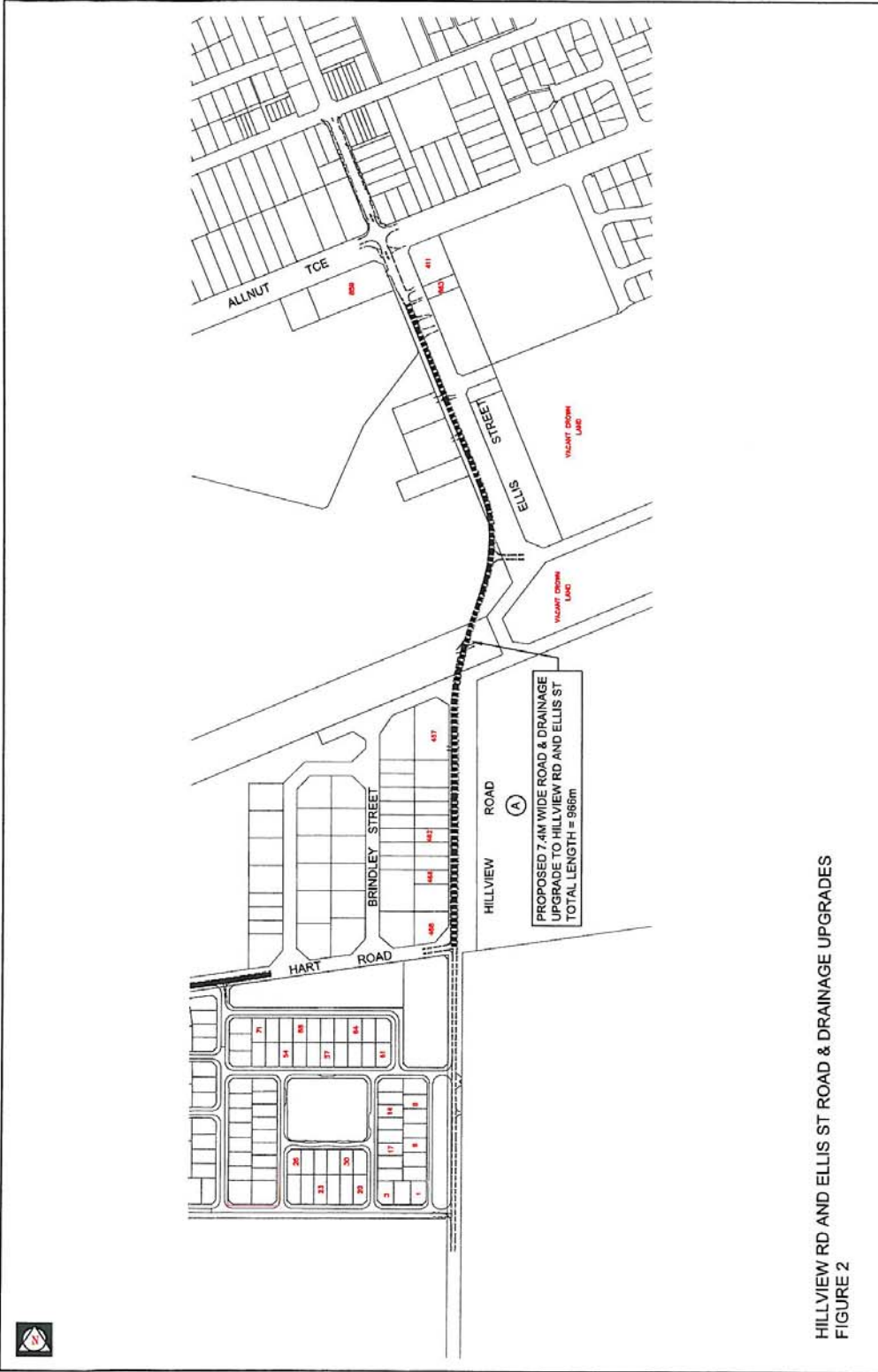
Terminology:

Keywords	Subdivision; developer; contributions; Augusta; Westbay
Related Policies	
Related Procedures	
Related Documents	
Legislation	
Strategic Goal	
Responsible Directorate	Chief Executive Officer to Director Planning & Development Services and Director Infrastructure Services
Adopted by Council	Date 8 April 2009
Last reviewed	Date 8 December 2010
Authorised by the Shire President	




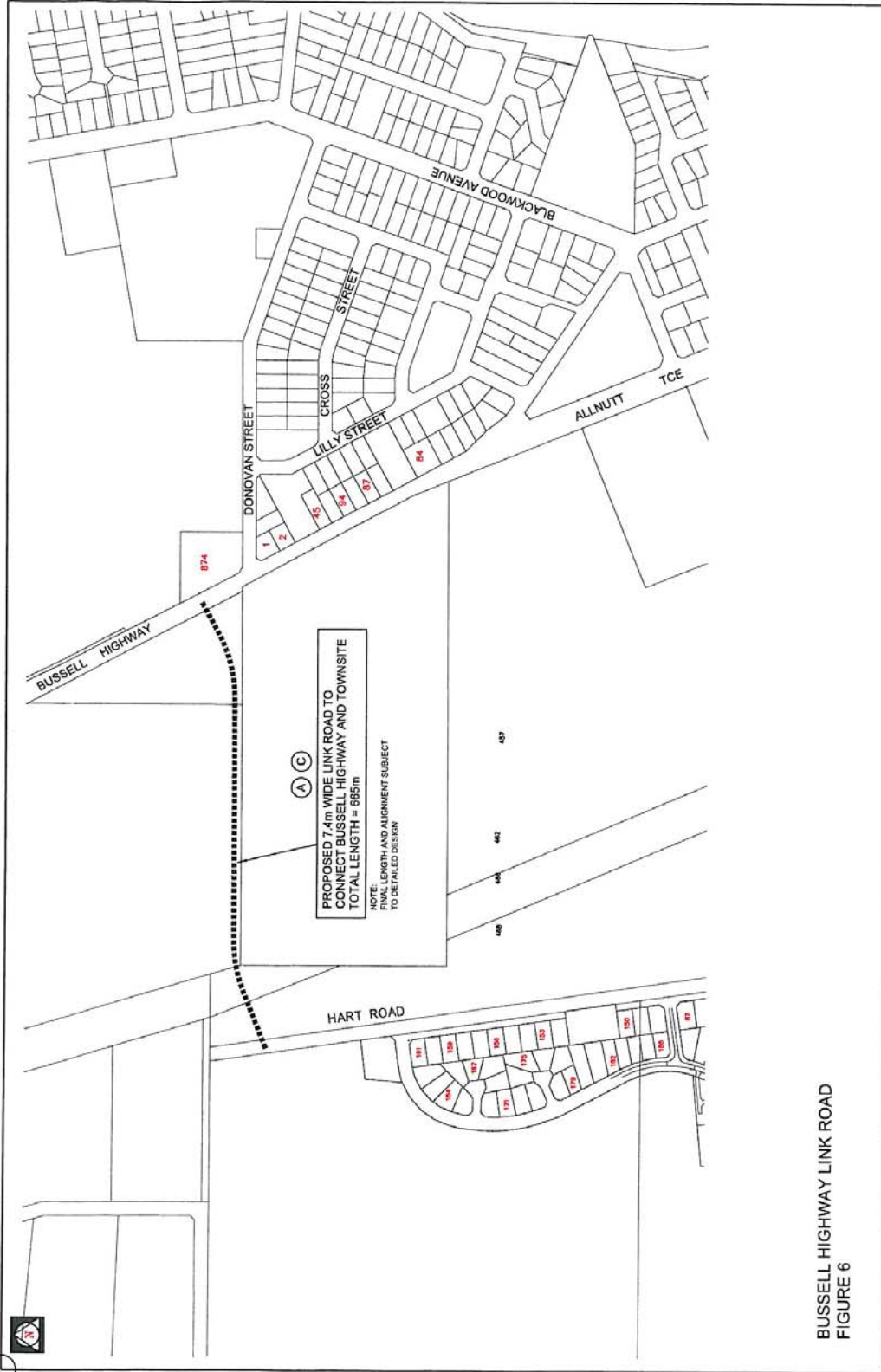
SUBDIVISION DEVELOPMENT AREAS
FIGURE 1

		AUGUSTA PLANNING AREA 6 POLICY PE.52 SUBDIVISION DEVELOPMENT AREAS FIGURE 1	
DATE: 20/05/2018 SCALE: 1:10000	PROJECT NO.: 04181E - CK04 DATE: 04/18/18	PROJECT NAME: SUBDIVISION DEVELOPMENT AREAS PROJECT NO.: 04181E - CK04	SCALE: 1:10000
PROJECT NO.: 04181E - CK04 DATE: 04/18/18	PROJECT NAME: SUBDIVISION DEVELOPMENT AREAS PROJECT NO.: 04181E - CK04	PROJECT NO.: 04181E - CK04 DATE: 04/18/18	SCALE: 1:10000
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HILLVIEW RD AND ELLIS ST ROAD & DRAINAGE UPGRADES
 FIGURE 2

		AUGUSTA PLANNING AREA 6 POLICY PE.52 HILLVIEW RD & ELLIS ST ROAD UPGRADES FIGURE 2		SHEET NO. 04181E - CK06 OF 10
PROJECT NO. SB 202405 DESIGN AND CONSTRUCTION	DATE: 05/20/24 DRAWN BY: J. B. BROWN CHECKED BY: J. B. BROWN	SCALE: 1:5000	PROJECT NO. 04181E - CK06 OF 10	
DESIGNER TMB ENGINEERING & PLANNING, INC. 1000 W. BROADWAY, SUITE 100 ATLANTA, GA 30334 TEL: (404) 525-1100 FAX: (404) 525-1101 WWW.TMB-ENR.COM		THIS DRAWING IS PART OF A PROJECT AND IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN CONSENT OF TMB ENGINEERING & PLANNING, INC. ALL INFORMATION IS BASED ON THE INFORMATION PROVIDED BY THE CLIENT. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED. THE DESIGNER ASSUMES NO LIABILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED OR FOR THE RESULTS OF THE DESIGN. THE DESIGNER'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED.		
DATE: 05/20/24 DRAWN BY: J. B. BROWN	DATE: 05/20/24 CHECKED BY: J. B. BROWN	DATE: 05/20/24 APPROVED BY: J. B. BROWN	DATE: 05/20/24 APPROVED BY: J. B. BROWN	DATE: 05/20/24 APPROVED BY: J. B. BROWN



BUSSELL HIGHWAY LINK ROAD
FIGURE 6

		AUGUSTA PLANNING AREA 6 POLICY PE.52 BUSSELL HIGHWAY LINK ROAD FIGURE 6	
PROJECT NO. TOW 228/05	DATE 28 FEB 2005	SCALE 1:5000	DRAWING NO. 04181E - CK05
PROJECT DESCRIPTION THIS DRAWING IS TO BE USED FOR THE DESIGN OF THE PROPOSED 7.4m WIDE LINK ROAD TO CONNECT BUSSELL HIGHWAY AND TOWNSITE. THE TOTAL LENGTH OF THE PROPOSED LINK ROAD IS 665m. THE PROPOSED LINK ROAD IS TO BE CONSTRUCTED AS A GRAVEL DRIVEWAY WITH A 7.4m WIDE DRIVEWAY AND A 1.0m WIDE SHOULDER ON EACH SIDE. THE PROPOSED LINK ROAD IS TO BE CONSTRUCTED AS A GRAVEL DRIVEWAY WITH A 7.4m WIDE DRIVEWAY AND A 1.0m WIDE SHOULDER ON EACH SIDE. THE PROPOSED LINK ROAD IS TO BE CONSTRUCTED AS A GRAVEL DRIVEWAY WITH A 7.4m WIDE DRIVEWAY AND A 1.0m WIDE SHOULDER ON EACH SIDE.		DRAWING DATE 28 FEB 2005	
DESIGNER TMD 100 RIVERVIEW DRIVE PORTLAND AUSTRALIA P.O. BOX 100 PORTLAND TAS 7242 PH: (08) 9391 4411 FAX: (08) 9391 4412 WWW.TMD.COM.AU		DRAWING NO. 04181E - CK05	
DATE 28 FEB 2005		SCALE 1:5000	
PROJECT NO. TOW 228/05		DRAWING NO. 04181E - CK05	
PROJECT NAME BUSSELL HIGHWAY LINK ROAD		FIGURE NO. 6	
PROJECT LOCATION AUGUSTA PLANNING AREA 6		PROJECT STATUS PRELIMINARY	
PROJECT DESCRIPTION THIS DRAWING IS TO BE USED FOR THE DESIGN OF THE PROPOSED 7.4m WIDE LINK ROAD TO CONNECT BUSSELL HIGHWAY AND TOWNSITE. THE TOTAL LENGTH OF THE PROPOSED LINK ROAD IS 665m. THE PROPOSED LINK ROAD IS TO BE CONSTRUCTED AS A GRAVEL DRIVEWAY WITH A 7.4m WIDE DRIVEWAY AND A 1.0m WIDE SHOULDER ON EACH SIDE. THE PROPOSED LINK ROAD IS TO BE CONSTRUCTED AS A GRAVEL DRIVEWAY WITH A 7.4m WIDE DRIVEWAY AND A 1.0m WIDE SHOULDER ON EACH SIDE. THE PROPOSED LINK ROAD IS TO BE CONSTRUCTED AS A GRAVEL DRIVEWAY WITH A 7.4m WIDE DRIVEWAY AND A 1.0m WIDE SHOULDER ON EACH SIDE.		PROJECT NO. TOW 228/05	
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DATE: 28 FEB 2005
 DRAWING NO: 04181E - CK05
 FIGURE NO: 6
 PROJECT NO: TOW 228/05
 PROJECT NAME: BUSSELL HIGHWAY LINK ROAD
 PROJECT LOCATION: AUGUSTA PLANNING AREA 6
 PROJECT STATUS: PRELIMINARY

