

# Infrastructure Policy 4 Developments

AMR Shire Infrastructure Policy



*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.*

## Objectives

To achieve an acceptable standard of development throughout the Shire, to reduce the impact on Shire infrastructure from development including damage to road and verge infrastructure and vegetation and to ensure that crossovers and drainage connections are built to the Shire's standards and specifications.

## Policy

### General

1. In the provision of infrastructure, through the subdivisional or developmental process, all applicable standards and industry quality provisions shall be met or exceeded.
2. All damage and impacts on public assets and infrastructure shall be remedied at no cost to and to the satisfaction of the Shire.
3. All works within the Shire's road reserves shall be accompanied with a Traffic Management Plan in accordance with Main Roads WA's Traffic Management for Works on Roads Code of Practice and AS1742.3 and must be approved by the Shire prior to commencement of works.
4. Prior to commencement of construction, detailed engineering plans shall be submitted to the Shire for approval. Any variations to the approved construction plans must be approved by the Shire.
5. It is the responsibility of the individuals completing the work to ensure that all existing services are identified and protected at all times during construction. Dial Before You Dig Plans must be obtained prior to commencement of works and the plans retained on-site for the duration of the works.
6. The works required to satisfy subdivision or development approval conditions shall be funded by the subdivider or developer.

### Development Bonds

7. A development bond shall be payable to the Shire prior to issue of a building licence or commencement of works.
8. The bond shall be a cash payment or a bank guarantee which shall be held in trust and refunded only upon completion of the development in accordance with the approved plans and development conditions and when the Shire no longer perceives that the development poses any further risk of damage to public infrastructure, including erosion, sediment and nutrient pollution.
9. Where damage to natural or built assets is attributable to the development, the property owner or developer shall repair the damage, or remedy the impact, to the satisfaction of and at no cost to the Shire.
10. If damage, or remedial work, is not completed within a reasonable period of time, the Shire may carry out the work and recover costs from the property owner or developer.

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### **Vehicle Crossovers**

11. All developments must have access to a constructed road via an approved vehicle crossover, in accordance with the Shire's standards and specifications.
12. The Shire will pay a vehicle crossover subsidy for vehicle crossovers that are constructed in accordance with the Shire's standards and specifications.
13. The subsidy shall be paid on a one-off basis and for one crossover per property only whether rural or urban.
14. The subsidy shall be payable upon completion of the crossover and following a compliance inspection by the Shire and shall not be paid retrospectively.
15. The location of all crossovers, and the standard of construction, must be approved by the Shire prior to commencement of works.
16. The owner of the property for which a crossover has been constructed shall be responsible for the cleaning and ongoing maintenance of the crossover and any associated drainage.

### **Private Drainage Connections**

17. All property owners are permitted to connect their private drainage into any available and suitable Shire drainage system, reserve or easement, but must do so to Shire standards and specifications. Plans of the proposed connection must be provided for approval prior to commencement of works
18. Any drainage pipe connecting from private property into the Shire's drainage system must provide, within the private property, a silt-trap situated on the drainage line prior to connection into the Shire's drainage system.
19. The property owner is to provide sufficient detention capacity within the private property prior to connection to the Shire's drainage system to reduce the incidence of flooding in receiving water bodies, in accordance with Shire standards and specifications.
20. Water Sensitive Urban Design principles should be incorporated wherever possible. DELETE and incorporate into the guidelines

### **Related Procedures and Guidelines:**

- Crossover Specifications – Infrastructure Services (AMRS, March 2013)
- General Requirements for Stormwater Drainage Disposal (AMRS, August 2012)
- Standard Requirements for Works within Road Reserve (AMRS, July 2012)
- Standards and Specifications for Subdivisions and Developments (AMRS, July 2006)
- Local Government Guidelines for Subdivisional Developments – Edition 2.1 (Institute of Public Works Engineering Australia (WA Division Inc. 2011). Where there are variations from Shire standards and guidelines, then Shire standards and guidelines shall apply.
- Traffic Management for Works on Roads Code of Practice (Main Roads WA, October 2015)
- AS1742.3 Manual or uniform traffic control devices – Traffic control devices for works on roads (2009)

### **Application**

Responsibility for the implementation of this policy rests with the Chief Executive Officer. The Policy is to be reviewed every three years.

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## Document and version control table

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