



<b>Policy Name</b>	<b>Local Planning Policy: Developer contributions for upgrades to roads and footpaths</b>
<b>Purpose</b>	To provide a method for seeking contributions for the upgrading of the Shire's road and footpath network, as a result of the subdivision and development proposals.
<b>Statutory Compliance</b>	Planning and Development Act 2005 Local Planning Scheme (LPS) No. 5
<b>Definitions</b>	<b>Road</b> has the same definition applied to it under the Road Traffic Act 1974 which includes any highway, road or street open to, or used by, the public and includes every carriageway, footway, reservation, median strip and traffic island thereon. <b>Footpath</b> means any land or thoroughfare used by pedestrians and/or cyclists and shall include pathways, dual use paths and any other walkway designed for this use. <b>Greenfield subdivision</b> means a property outside an existing urban or subdivision area that requires the extension of services to the Greenfield subdivision.

**Policy Objectives:**

1. To ensure consistency in the recommendations made to the Western Australian Planning Commission on subdivision applications.
2. To provide clear and consistent advice on the local government's expectations for road and footpath upgrading.

**Policy Provisions:**

1. This Policy does not apply to Main Roads or Greenfield subdivisions, and does not supersede or influence any other requirement for developer contributions as part of the subdivision or development approval process toward other facilities or infrastructure (public open space, community facilities, etc).
2. Where there is an identified nexus between the requirements for a road and/or footpath upgrade and the proposal, all applications for subdivision or development approval made within the Shire of Irwin will be subject to the provisions of this policy.
3. The local government will consider seeking a financial contribution to be made towards the upgrading of the road and/or footpath network where at least one additional lot will be created from the parent lot(s).
4. The local government reserves the right to seek a financial contribution towards the upgrading of the road and/or footpath network in the case of boundary rationalisation applications where no additional lots will be created, if it is considered warranted under certain circumstances.
5. When determining a development application, if in the opinion of the local government the development generates the requirement for a road and/or footpath upgrade, a financial contribution must be made by the developer towards the upgrading of the road and/or footpath network.
6. Contributions towards the upgrading of the road and footpath network will be based on the standards contained in Schedule 1 of this Policy. The standards and costs will be reviewed periodically in the local government's Schedule of Fees and Charges. Where a secondary street exists, the local government reserves the right to seek a contribution for the secondary street in addition to the primary street frontage, where it is considered that the traffic movements and existing rights of entry warrant such a contribution.
7. With regard to the expenditure of the financial contributions made as part of the subdivision of land:
  - a. should the applicant not construct the road, the construction and/or upgrading of the road(s) will be included into the Shire's Works Program;
  - b. the upgrading of any footpath network shall occur within three (3) years following the completion of all subdivisions affecting a particular area.
8. The Local Government will not seek a contribution for applications to amalgamate land or where a boundary adjustment is proposed (and no additional lots are proposed) unless access to the lot/s are reliant on an unconstructed road or the lot does not have access to a public gazetted road.

**Variations:**

The local government may vary the requirements of this policy, where it is considered that full compliance with the policy is impractical or such variation is warranted in the circumstances of the subdivision or development (see point 1 under Guidance below).

**Guidance:**

1. The local government will determine the need for developers/subdividers to contribute to upgrading of existing local government managed roads (both sealed and unsealed) / footpaths after considering the following matters:
  - a. the objectives and provisions of this policy;
  - b. an assessment of the total development/subdivision potential for the proposal, under the local government's endorsed Local Planning Strategy and/or gazetted Local Planning Scheme, and implications for the expected road/footpath impacts and/or demands created by the proposed development/subdivision including implications of the proposal on the local community and the local government;
  - c. whether the existing road/footpath has appropriate capacity to handle the additional impacts created by the proposal and whether the proposal will create safety and/or maintenance concerns;
  - d. whether the existing road/footpath is either substandard or inadequate to accommodate the additional traffic generated and impact from the proposed development/subdivision;
  - e. an evaluation of the existing standard of the road (along with determining average vehicle numbers per day), compared to the expected impacts of the proposed development/subdivision and implications for the road;
  - f. the classification of the road in the road hierarchy;
  - g. the cost of the required work;
  - h. budget provision from local government or other sources;
  - i. consistency with the local government's road maintenance/construction programme;
  - j. the likelihood that the local government will upgrade the existing infrastructure, services and facilities within the foreseeable future irrespective of the development/subdivision occurring;
  - k. whether the contribution will benefit the broader local community and to what degree; and
  - l. written justification put forward by the proponent and/or the proponent's consultant/s.
2. If a subdivision requires that the created lots be provided with constructed road access that does not currently exist or the road access in existence is not to an acceptable standard, this policy shall not supersede any requirements for the developer to pay the full construction costs and/or upgrading to provide suitable road access, as required by the local government's planning scheme, a structure plan or outline development plan or another relevant planning requirement.
3. Where possible, the Shire prefers developers to complete footpaths as part of the subdivisional works, rather than pay for developer contributions.
4. Work within the road reserve must comply with the requirements and guidance of all relevant service authorities.

## Schedule 1 – Developer Contribution Rates

### Developer Contributions Rates for roads

#### Developer Contribution Rate formula for roads

Developer / Subdivider contribution for road	=	$\frac{\text{Determine traffic impacts (volumes and type) of proposal}}{\text{Existing traffic impacts (volumes and type) volumes on road + projected traffic impacts of other development accessing road within 5 years (based on development potential in Local Planning Scheme/Local Planning Strategy)}}$	X 100 = %	X	<u>Identified level of service</u> for road (based on the frontage of the property to the road)	= \$ contribution paid by developer/subdivider
---	---	---	-----------	---	--	--

#### Identified Level of Service for Roads

<b>1. Identified level of service for sealed roads in the Residential zone</b>	
A – Asphalt re-seal of road - occurs every 25 years	See Schedule of Fees & Charges
B – Reconstruction of road every 50 years (includes removal and replacement of kerbing)	
C – Total whole-of-life road works	
D – The developer’s contribution will be a percentage (%) of C, based on the length of road adjoining the front boundary of the subject lot(s). Each year this figure is to be revised for CPI increases and changes to the cost of materials.	
<b>2. Identified level of service for sealed roads in the Special Residential, Rural Residential and Rural Smallholdings zones</b>	
A – Re-seal of road - occurs every 16 years	See Schedule of Fees & Charges
B – Reconstruction of road every 40 years (includes removal and replacement of kerbing)	
C – Total whole-of-life road works	
The developer’s contribution will be a percentage (%) of C, based on the length of road adjoining the front boundary of the subject lot(s). Each year this figure is to be revised for CPI increases and changes to the cost of materials.	
<b>3. Identified level of service for gravel roads</b>	
A – Re-sheet of Gravel Road (occurs every 16 years) x 3	See Schedule of Fees & Charges
In calculating the contribution for Rural and Special Rural lots (gravel roads), it will be a percentage (%) of a lineal metre calculation based on the length of road adjoining the front boundary of the subject lot(s). Each year this figure is to be revised for CPI increases and changes to the cost of materials.	

### Developer Contributions Rates for footpaths

<b>Contributions per lineal metre for footpath construction and upgrading</b>	
Construction of standard residential dual use path (concrete)	See Schedule of Fees & Charges
Where a footpath requires a higher standard of construction, other than a residential dual use path, the local government will calculate the appropriate per lineal metre cost based on the construction standards required.	