



PLANNING SCHEME POLICY

PLANNING SCHEME POLICY NO. 5 DEVELOPER CONTRIBUTION POLICY – BEECHER AREA ROADS

SUBJECT: DEVELOPER CONTRIBUTION POLICY – BEECHER AREA ROADS

OBJECT: To provide an appropriate standard of road access to new and existing developments in the Beecher area in a fair and equitable manner.

SCOPE: The application of this policy is to all applications for Material Change of Use and/or Reconfiguration of Lot in the Beecher Area as defined by the map attached hereto and marked as Appendix 1. Two separate aspects are indicated on such maps being for frontage contribution and a per lot contribution.

RATIONALE:

Council has recognised through its planning scheme that there is a demand for small acreage blocks of land with a high level of service, but still retaining a rural atmosphere. This demand can be met by development in the Rural Residential Zone as set out in Council's planning instruments.

The Shire's Planning Scheme provides that access to rural residential land shall be via 'direct access to a bitumen sealed road'.

When Transitional Planning Scheme Policy 11 was initially adopted by Council in 1994, Council had only received several enquires for small acreage development in the Beecher area. Since 1994, numerous approvals have been given and numerous lots created, for which Council gave full consideration, inter alia, to the provision of a bitumen road access to the subject land. Transitional Planning Scheme Policy 11 also did not include any allowance for drainage structures or external intersections that would be required to provide an appropriate standard of road access and this planning scheme policy now includes such infrastructure.

Community demand on road infrastructure has prompted Council to consider the provision of a safe intersection to the Dawson Highway and a high level crossing of Clyde Creek to keep a reasonable level of service to the growing numbers of residents serviced in the policy area.

This is to certify that this is a true and correct copy of the Gladstone Regional Council's (former Calliope Shire area) Planning Scheme Policy.

Graham Kanofski
Chief Executive Officer

Adopted: 6 October 2009
Took Effect: 12 October 2009

The existing roads in the defined area were mainly of a gravel standard and have been subject to significant upgrading to acceptable bitumen standard. Though there are still substantial lengths of road to seal, Council has borrowed funds to complete the works to date.

In the interests of fairness and equity, the cost of providing the improvements to the roads in the defined area should be borne by both the existing residents who will benefit from the improved roads and the developers who are responsible for generating additional traffic through the creation of additional allotments.

The policy for developer contribution towards the provision of bitumen roads in the Beecher Area is aimed at providing a fair and reasonable method of cost sharing between these two groups of beneficiaries.

This policy has been formulated such that priority is given to the sections of road on the basis of safety and amenity and shall be applied irrespective of whether the road subject to this policy has been sealed along the frontage of the land or not.

POLICY:

Council has determined that the roads as listed in Appendix 2 and contained within the defined area of Beecher (Appendix 1) shall be upgraded to a bitumen sealed standard in accordance with Council's Road Design Standard.

Council has estimated that the cost of such upgrading to bitumen standard is \$7,548,720 as summarised in Appendix 2.

Council has also identified that the impact created by the development of additional allotments requires that intersection and drainage works be provided to maintain a reasonable standard of road access to the residents taking up the developed allotments. The estimated cost of the intersection works and drainage is summarised in Appendix 3.

Council maintains that the most appropriate method of providing the bitumen surfacing for the defined roads and the provision of drainage and intersections is for the developers to contribute a uniform amount of \$8,070 for each lot contained in the reconfiguring. Developers are also responsible for the provision of vehicular access to each lot, as may be appropriate. Such costs are not included in the uniform contribution rate above.

It is anticipated that even with funds being drawn from Council's sources and the developer's contributions it will take a number of years for the completion of bitumen surfacing of the defined roads.

Council will hold such contributions in reserve for expenditure on roadworks in the defined area, but with priority being given to addressing maintenance and safety issues in the vicinity of the road frontage for which the contribution was received. The "per lot" contribution will be expended on infrastructure as identified in Appendices 2 & 3.

The developer's contribution of \$8,070 per lot shall be varied in accordance with the legislated rise and fall index rate effective 1 July 2009. In lieu of any legislated rate, the Engineering Construction Index (ABS Cat 6427) shall be utilised, commencing 1 July 2009.

Amended Policy took effect: 12 October 2009

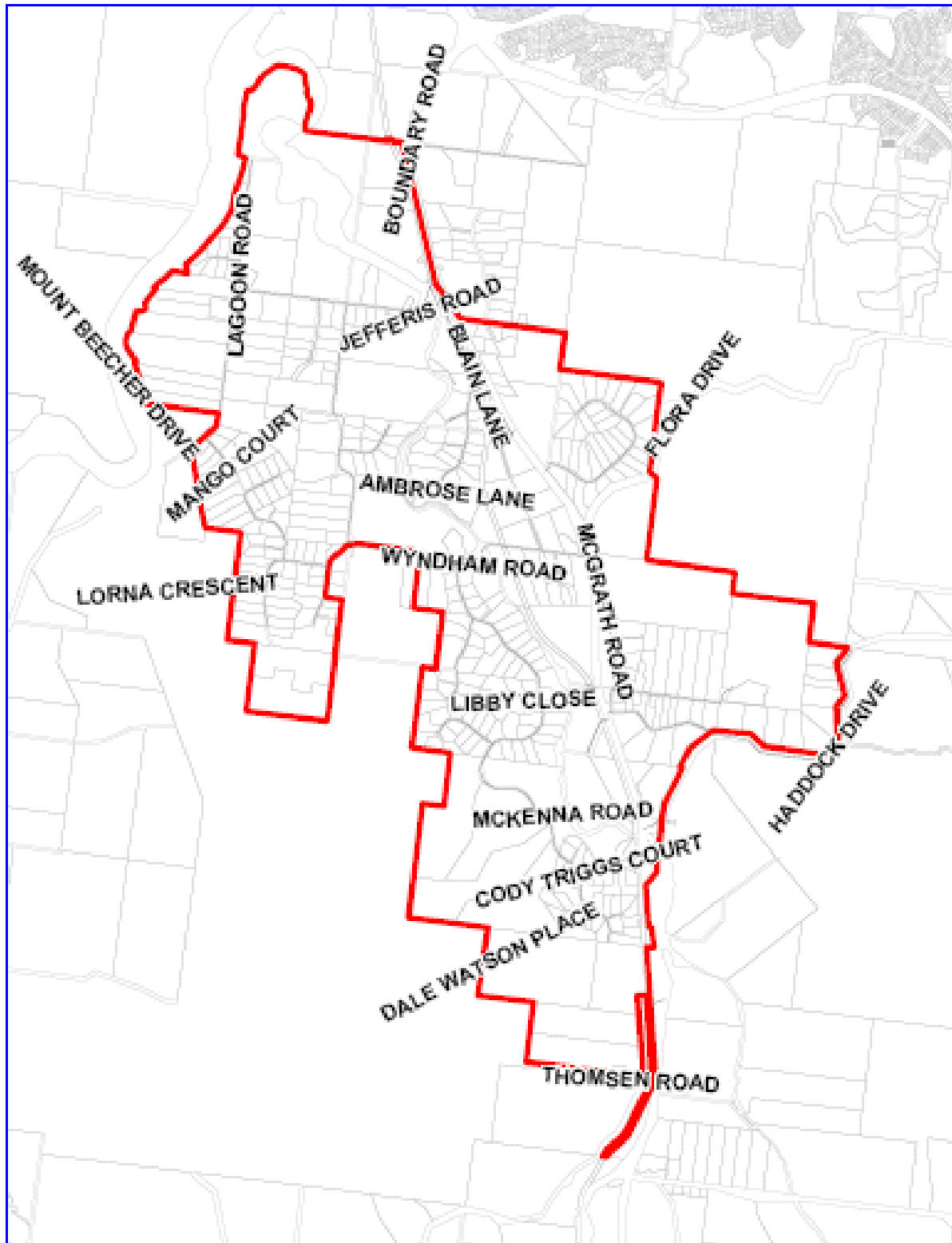
Such contributions are payable at the time of sealing the Plan of Survey by Council, however Council may at its sole discretion agree through a bonding agreement to defer the payment of road contributions until:-

- (a) the first sale of a lot within the development or;
- (b) the passage of twelve (12) months from the date of sealing the Plan of Survey or;
- (c) the completion of such circumstances as may be specifically agreed in the Bonding Agreement

Deferred payment would normally be secured in a form acceptable to Council, generally an irrevocable Bank Guarantee.

The subdivider shall bear all costs associated with the preparation of the Bonding Agreement.

APPENDIX 1 - Scope of Policy – Defined Area of Beecher



DISCLAIMER

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Appendix 1 (Policy Area, Developer Contribution - Beecher Area Roads)



Map Produced: June 2009

Infrastructure Planning



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Originally A4 Size

APPENDIX 2
EXISTING ROADS IN DEFINED BEECHER AREA

[A]	Wyndham Road/Schulze Road	Standard:	Road Length:	4.0 Km.
			Existing Bitumen:	1.05 Km.
			Formation Width Required:	12m.
			Pavement Width Required:	8m.
			Bitumen Seal Width:	7m.
	Estimated Cost of Upgrading:		\$4,252,800	
[B]	Jefferis Road	Standard:	Road Length:	1.70 Km.
			Existing Bitumen:	0.70 Km.
			Formation Width Required:	12m.
			Pavement Width Required:	8m.
			Bitumen Seal Width:	7m.
	Estimated Cost of Upgrading:		\$1,807,440	
[C]	Siding Road (from Jefferis Road to Devils Elbow)	Standard:	Road Length:	1.40 Km.
			Existing Bitumen:	-
			Formation Width Required:	12m.
			Pavement Width Required:	8m.
			Bitumen Seal Width:	7m.
	Estimated Cost of Upgrading:		\$1,488,480.	

**APPENDIX 3
INTERSECTIONS AND INFRASTRUCTURE**

- [D] Upgrade of the Wyndham Road Dawson Highway intersection from an Auxiliary passing land to a protected right turn land.

Estimated Cost of Upgrading: \$95,700

- [E] Provide a higher level two lane crossing of Clyde Creek on Wyndham Road to at least a 1 in10 year ARI immunity.

7m wide travel path
1.5m pedestrian path
24m span

Estimated Cost of Upgrading: \$773,520

- [F] Provide culverts along Wyndham Road to at least a 1 in10 year ARI immunity for a 6.3m bitumen seal.

7m wide travel lane

Estimated Cost of Upgrading: \$112,000

FIRST ADOPTED: **19 AUGUST 1994 (AS TRANSITIONAL PLANNING SCHEME POLICY NO. 11)**

Amendment table

AMENDMENT DESCRIPTION	DATE
Amended	4 March 2005
Amended to incorporate IPA terminology	13 April 2007
Amended to incorporate revision of Capital works requirements	6 October 2009

Amended Policy took effect: 12 October 2009