

## PLANNING SCHEME POLICY

### PLANNING SCHEME POLICY NO. 7 SUBDIVIDER CONTRIBUTION POLICY – UPTON ROAD/BOUNDARY ROAD BENEFITTED AREA

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**SUBJECT:** SUBDIVIDER CONTRIBUTION POLICY – UPTON ROAD/BOUNDARY ROAD BENEFITTED AREA

**OBJECT:** To provide an appropriate standard of road access to new and existing reconfiguration of land in the defined area in a fair and equitable manner.

**SCOPE:** The application of this policy is to all applications for reconfiguration in the defined area as depicted in the attached map marked as Appendix 1.

#### **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 scheme.

The Shire's Planning Scheme provides the access to rural residential land shall be via "direct access to a bitumen sealed road" and Transitional Planning Scheme Policy No. 12 also requires a similar standard of road construction.

Direct access from allotments to the Dawson Highway is not favoured either by the Main Roads or Council, nor is it desirable to have additional road intersections onto this section of the Highway in the interest of public safety and effectiveness of the functioning of the Highway.

Further, the existing intersection of Boundary Rd with the Dawson Highway does not conform with current standards for sight distance and visibility. However, it would be very expensive to upgrade the intersection to an acceptable level because of the presence of services, the quantity of earthworks and the horizontal alignment of the Highway at this location.

However, Upton Rd intersection with the Dawson Highway has relatively good characteristics and therefore can be more easily upgraded in line with traffic requirements.

It is therefore highly desirable that Boundary Rd be connected to Upton Rd to facilitate access from the surrounding lots to the Dawson Highway at an acceptable location and to an appropriate standard.

This connecting road has been shown in concept form from Point A on Upton Rd to Point B on Boundary Rd on the attached map (Appendix 1).

In the interests of fairness and equity, the cost of providing road "A-B" should be borne by both the future developers as it will facilitate their developments and the existing community as it will provide an enhanced access to the Dawson Highway.

This policy for developer contribution towards the provision of an appropriate standard bitumen road ("A-B") is aimed at providing a practical and fair cost sharing methodology.

**POLICY:**

With reference to the possible application of Rural Residential development as per the Planning Scheme, Council has identified an area as detailed in Appendix 1 that may be relevant.

Council has determined that Road "A-B" together with ancillary works on Upton Rd and Upton Rd/Dawson Highway intersection as detailed in Appendix 2, are necessary for the further subdivision of the area shaded on the map attached hereto and marked Appendix 1.

The shaded area is defined as the Benefited Area with respect to the necessary works listed in Appendix 2.

Council has estimated that the cost of construction of the necessary works is \$376,000 as detailed in Appendix 2.

Council has determined that it will contribute \$40,000 towards the cost of the necessary works in recognition of the public benefit derived from this construction.

The subdividers contribution towards the construction of the necessary works shall be \$7,000 (December, 1996) for each lot created within the "Benefited Area".

The subdivider contribution is payable to Council at the time of sealing the Plan of Survey and shall be varied in accordance with movement of the Consumer Price Index (All Groups) Brisbane as published on a quarterly basis.

The subdivider through whose parcel Road "A-B" traverses, shall dedicate the road reserve free of cost.

Council does not undertake to acquire the whole of the road reserve for the provision of Road "A-B" but will use its best endeavours to co-ordinate such provision even when development proposals may not be strictly sequential.

# APPENDIX 1

## APPENDIX No. 1 BENEFITTED AREA.

The information shown on this map is provided for convenience and should be considered approximate only. No responsibility will be accepted for any costs incurred as a result of inaccuracies, omissions or errors associated with this map.

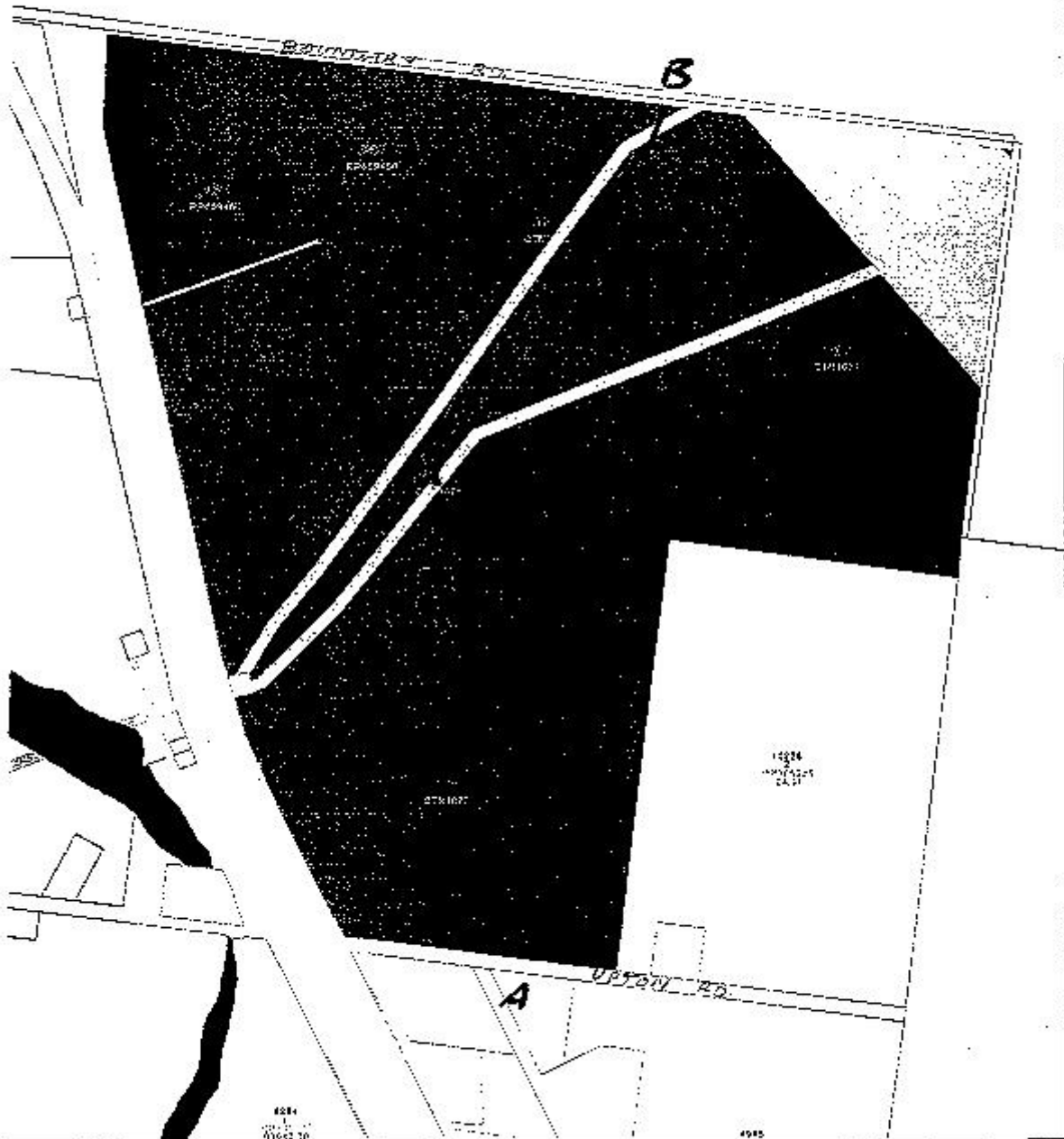


Calliope Shire Council

Produced by:

Engineering Section

Date: 7th February 1997



Comments:



Scale  
1:7500



**APPENDIX 2**  
**Benefited Area**

Property Description	Area (ha)
Lot 90 RP.859466	12.88
Lot 1 RP. 859466	4.5
Lot 91 CTN 1871	16.2
Lot 89 CTN.1677	24.28
Lot 88 CRN.1871	27.76
Lot 2 CTN.1677	21.1
<b>TOTAL</b>	<b>106.72 ha</b>

Given the nature of the terrain and shape of the parcels, as a first approximate assume each area/lot = 2.2ha

ie Approximate Yield = 48 lots

**Cost to Service the Benefited Area**

1. Estimate cost of Road "A to B"

Length	1.2km
Formation	10m
Pavement Width	8m
Width of Seal	6.5m
Drainage	- 5 year return protection for 50 year return.

[a] Formation, Gravel, Bitumen Seal	= \$240,000
[b] Extra over Drainage	= \$50,000

2. Widening of Upton Rd - Highway to intersection "A". Widen existing 5m Seal to 6.5m bitumen seal.

300m x 2m seal	= \$20,000
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3. Upton Rd intersection with Dawson Highway

Passing/Deceleration lanes	= \$35,000
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4. Engineering/Design, Concepts/ Legals = \$31,000

**TOTAL ESTIMATE = \$376,000**

Less (SAY)

5. Councils contribution (SAY) \$40,000  
(Gladstone City Council & Calliope Shire Council)

ie, Balance payable by Subdividers = \$336,000

**Cost/Lot = 7,000/lot**

FIRST ADOPTED: **28 FEBRUARY 1997 (AS TRANSITIONAL PLANNING SCHEME  
POLICY NO. 17)**

Amendment table

AMENDMENT DESCRIPTION	DATE
Amended to incorporate IPA terminology	13 April 2007