

# Subdivision Contributions for Road and Footpath Upgrading

## Introduction

This policy sets the basis for seeking contributions for the upgrading of the Shire of Toodyay's road and footpath network as a result of the subdivision of land. The policy will allow a consistent approach to be applied to subdivisions and will provide guidance on Council's decision making. The policy will also provide certainty to the community in estimating the costs of the subdivision process.

This policy does not apply to "greenfield subdivision" sites or subdivisions where road contribution requirements are specified in a development plan or other planning document.

## Objective

- To ensure consistency in the recommendations made to the Western Australian Planning Commission on subdivision applications.
- To provide clear and consistent advice to the community on the Shire's expectations for road and footpath upgrading.
- To provide a basis for seeking financial contributions to the upgrading of the road and footpath network as a result of the subdivision process.

## Scope

All applications for subdivision made within the Shire of Toodyay outside of Greenfield subdivision areas will be subject to the provisions of this policy. This policy does not supersede or influence any other requirement for developer contributions as part of the subdivision process toward other facilities or infrastructure, such as public open space, community facilities, etc.

This policy does not apply to "greenfield subdivision" sites or subdivisions where road contribution requirements are specified in a development plan or other planning document.

## Definitions

Term	Definition
Act	<i>Planning and Development Act 2005</i>
CEO	Chief Executive Officer
Council	The local government, responsible for making decisions in formal meetings held under the auspices of Part 5 of the <i>Local Government Act 1995</i> and under the <i>Shire's Standing Orders Local Law 2008</i> .

Term	Definition
Development Contribution Plan	A Development Contribution Plan (DCP) is a legal arrangement between the Shire and specified landowner(s) to share the costs involved with building new infrastructure for that area.
Footpath	'Footpath' shall mean 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.
Greenfield subdivision	"Greenfield subdivision" means a property outside of existing area urban or subdivision area which would require an extension of services to the subdivision.
Regulations	<i>Planning and Development (Local Planning Schemes) Regulations 2015</i>
Road	'Road' shall have the definition applied to it under the <i>Road Traffic Act 1974</i> 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.
Shire	the Shire of Toodyay.

## Policy Statement

All applications for subdivision made within the Shire outside of Greenfield subdivision areas will be subject to the provisions of this policy.

This policy does not supersede or influence any other requirement for developer contributions as part of the subdivision process toward other facilities or infrastructure, such as public open space, community facilities, etc.

### 1. Financial Contributions

- 1.1 In making recommendations to the Western Australian Planning Commission on applications for subdivision where at least one additional lot will be created from the parent lot/s, the Council will seek a financial contribution to be made towards the upgrading of the road and/or footpath network.
- 1.2 The Council 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.
- 1.3 The contributions towards the upgrading of the road and footpath network will be based on the calculations contained in Attachment No 1. Such calculations will be reviewed each year as part of Council's annual review of the Shire Policies, which allows for Consumer Price Index (CPI) increases and changes to the cost of materials.
- 1.4 The road and footpath upgrading contribution will be a pro-rata calculation of the per kilometre / per metre figures contained in Attachment No 1, based on

the frontage of the parent lot/s to the road. Where a secondary street exists, the Council reserves the right to seek a contribution for the secondary street in addition to the primary street frontage, however the Council will take into account traffic movements and existing rights of entry.

- 1.5 Where land on either side of a road has the capacity to subdivide, the road upgrading contribution will be calculated at 50% of the total upgrading contribution to take into account the future subdivision of the land opposite. Where the land opposite the subject lot/s does not have the capacity to subdivide, the road upgrading contribution shall be made at 100% of the per kilometre figure contained in Attachment No 1.
- 1.6 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 determined by Council.
- 1.7 Nothing in this policy shall prohibit Council from seeking the construction of a footpath network within a subdivision at the developer's expense.

## **2. Expenditure**

In terms of the expenditure of the financial contributions made as part of the subdivision of land, the following principles shall apply:

- (a) The upgrading of the road network shall comply with Council's Road Infrastructure Preservation Plan; and
- (b) The upgrading of the footpath network shall occur within three (3) years following the completion of all subdivisions affecting a particular area, or prior to this date as determined by Council.

## **3. Variation to Policy**

Council 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 case.

## **Reference Information**

- [Subdivisional Development Guidelines \(LPP26\)](#)
- [State Planning Policy 3.6 Infrastructure Contributions](#)

## **Legislation**

- [Planning and Development Act 2005 – Sect. 158](#)

## **Associated documents**

[SPP 3.6 Infrastructure contributions guidelines](#)

[SPP 3.6 Infrastructure contributions brochure](#)

## Version control information

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## Council Policy: Subdivision Contributions Road and Footpath Upgrading Policy

### Attachment 1 – Calculation of Road Upgrading Contributions

#### 1. Contributions for sealed roads in Residential areas

Re-Seal of Road (occurs every 15 years)	\$30,000 per km (a)
Reconstruction of road every forty years	\$152,000 per km (b)

(Includes removal and replacement of kerbing)

Total Whole of Life Road Works	\$212,000 per km (c)
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(For the purposes of a subdivision, whole of life  $(c = a * 2 + b)$

is the cost of upgrading works over a 40 year period)

Total Road Works per lineal metre	\$212 per metre
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In calculating the contribution for residential lots, it will be 50% of the lineal metre calculation based on the frontage of the property to the road, where there is an opportunity for subdivision on the opposite side of the road. Each year this figure is to be revised for CPI increases and changes to the cost of materials.

#### 2. Contributions per kilometre for sealed roads in Rural, Rural Residential and Rural Living areas

Re-Seal of Road (occurs every 15 years)	\$30,000 per km (a)
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Reconstruction of road every forty years	\$110,000 per km (b)
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Total Whole of Life Road Works	\$170,000 (c)
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(For the purposes of a subdivision, whole of life  $(c = a * 2 + b)$

is the cost of upgrading works over a 40-year period)

Total Road Works per lineal metre	\$170 per metre
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In calculating the contribution for Rural and Special Rural lots (gravel roads), it will be 50% of the lineal metre calculation based on the frontage of the property to the road, where there is an opportunity for subdivision on the opposite side of the road. Each year this figure is to be revised for CPI increases and changes to the cost of materials.

#### 3. Contributions per kilometre for gravel roads

Re-sheet of Gravel Road (occurs every 10 years)	\$33,000 per km
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Total Road Works per lineal metre	\$33 per metre
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In calculating the contribution for Rural and Special Rural lots (gravel roads), it will be 50% of the lineal metre calculation based on the frontage of the property to the road, where there is an opportunity for subdivision on the opposite side of the road. Each year this figure is to be revised for CPI increases and changes to the cost of materials.

#### 4. Contributions per lineal metre for footpath upgrading

Construction of standard residential	\$90 per lineal metre**
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dual use path (hot mix construction with one-coat seal)

*\*\* This figure is for a standard residential dual use path only. This figure does not apply to situations where a footpath may be constructed of some other material (i.e. brick paving) or where a higher standard of footpath is required (i.e. in the case of industrial areas where a higher standard of footpath is required to carry heavy loads). Where a footpath requires a higher standard of construction, other than a residential dual use path, the Shire will calculate the appropriate per lineal metre cost based on the construction standards required.*