



SHIRE OF DONNYBROOK-BALINGUP

TOWN PLANNING POLICIES

May 2015

TOWN PLANNING POLICIES

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| 9.12 - **Building Setback Policy** was revoked on 17 December 2014.

9.13 - **Dams Policy** was revoked on 26 May 2010.

9.14 - **Waterways Policy** was revoked on 26 May 2010.



Town Planning Policy 9.1— Roadwork & Drainage Contribution

1.1 PURPOSE

This policy outlines the contribution requirements of a developer in regard to the construction, upgrading and maintenance of roadworks and drainage within the Shire.

More specifically, the contributions obtained may be utilised to fund the construction and maintenance of the following:

- Road pavements including treatment of shoulders;
- Road verges including associated landscaping;
- Associated footpaths & oval use paths; and
- Drainage works associated with the above.

It is expected that the developer will provide, construct and fund all roadwork and drainage requirements relating to their own development to the satisfaction of the Shire of Donnybrook-Kalbarri, and generally in accordance with the Australian Standards.

Council also has the discretion to vary these requirements if necessary in response to specific local conditions and/or matters that are not covered within the parameters of this policy.

2.1 AIMS & OBJECTIVES

The aims and objectives of this policy are to:

- Ensure that a high standard of local roadwork & drainage is constructed and maintained;
- To enable provision of local roadwork & drainage in a cost effective manner;
- Ensure that developer contributions are fair, reasonable and accountable;
- Ensure developer contributions are calculated in a practical manner that also relates to local conditions.

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- Ensure local road works & drainage is provided in an orderly manner.
- Allow for flexibility in systems where required.

3.0—WHERE THE POLICY APPLIES

The policy applies to the following—

Subdivision

All subdivision in the Shire where new local road and drainage infrastructure or upgrading of existing local roads and drainage infrastructure is required.

Development

All grouped dwelling, commercial, tourist and industrial development resulting in increased traffic generation.

Note: Boundary adjustments that do not result in the creation of additional lots will not necessitate a contribution towards road and drainage infrastructure under this Policy.

4.0—POLICY TIMEFRAME

This Policy will be applied up to 30 June 2014. Review and revision of the Roadwork Contribution Policy will be conducted in early 2014.

5.1 CONTRIBUTION FORMULA

5.2 Direct Road Access

The developer pays for all works for roads that directly relate to providing proper access to their approved subdivision in accordance with the conditions of subdivision approval.

If road access exists, then the developer may be required to upgrade the roadworks and drainage to an appropriate standard as prescribed by the Shire's Manager of Works and in accordance with Australian Standards.

Note: Where the subdivider agrees to upgrade and/or construct the existing local road network to the Shire's satisfaction, providing direct access to, or impacted upon by the approved subdivision, a per lot contribution will not be required.

5.3 Method of Calculation for Local Roads & Drainage Contributions

1—Contributions shall be calculated in the context of the following—

(a)—for subdivision, a per lot contribution based on the total number of additional lots

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(b) ~~in development where an existing dwelling / tenancy exists, a per lot contribution based on the total number of add-tenet dwellings/tenancies.~~

(c) ~~for any other development, a per dwelling / tenancy contribution~~

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based on the total number of dwellings / tenancies.

2. The calculation is based on the Average Annual Daily Traffic (AADT) for the proposal divided by the Total AADT for the Shire, resulting in a percentage (%) contribution to account for the shortfall in road and drainage expenditure. A per lot contribution is then determined based on this percentage shortfall.

3. Additional Amount of Average Annual Daily Trips (AADT) that will be generated by the new subdivision or development:

TYPE OF LAND USE	AADT
Aged Persons Dwelling	2 per lot
Residential	9 per lot
Special Residential Rural Residential	
Rural	10 per lot
Industrial	15 per lot
Commercial	15 per lot

TABLE 1 AADT TRIP GENERATION BY LAND USE TYPE

Note: The total AADT for the development is calculated by multiplying the above figures by the total number of additional lots in the case of subdivision or by the total number of additional dwellings / tenancies in the case of developments.

EXAMPLE 1:

40 lot single residential subdivision:

$$39 \times 9 = 351 \text{ AADT}$$

EXAMPLE 2:

5 unit industrial development on vacant lot

$$4 \times 15 = 60 \text{ AADT}$$

4. Predicted Road & Drainage Infrastructure Costs for Whole of Shire and Shortfall of Funds to 2014/15:

This is determined by the Manager of Works and Services on the basis of the 5 Year Program. It is also necessary however to calculate the amount of funds already available for works and services in this regard and therefore calculate the shortfall which needs to be taken up by the developer contributions. In the Shire's 2009/10 financial year budget estimates there is a shortfall of \$481,998 in regard to specific funds available for programmed roadworks (without use of borrowings). In addition,

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there was \$57,300 gained from development contributions. This means the total shortfall if there were no development contributions is \$539,298. This figure is the basis for future shortfall and predicted budget roadworks shortfalls can be determined up until 2014/15 as follows:

FINANCIAL YEAR	CURRENT RATE	\$ INCREASES	PREDICTED BUDGE
2010/2	2.9%	\$15.6	\$554.83
2011/2	2.9%	\$16.0	\$571.03
2012/2	2.9%	\$16.5	\$587.59
2013/2	2.9%	\$17.0	\$604.63
Total Shortfall at beginning of 2014/15			\$2,318,191

TABLE 2 PREDICTED BUDGET SHORTFALLS FOR ROAD WORKS UP TO 2014/15

Note: The budget shortfall is the total proposed general purpose funds for road works less expected funds provided from known sources (e.g. federal funds, roads to recovery etc. – See Road Asset Management Table of Annual Report).

Source: Shire of Donnybrook-Balingup Annual Report 2008-2009 p. 40. Inflation Rate as of 4 May 2010.

5. — Predicted Total Shire AADT up to the beginning of the 2015 Financial Year:

This figure is intended to be calculated with the best information available at the time of calculation.

The current predicted road upgrading and maintenance costs are to be based on the predicted lots and development for that locality up until 2014/15 as provided by:

1. The current Country Land Development Program as provided by the Department for Planning.

2. Where the above is not available by way of the most current planning strategy endorsed by the Shire, in addition to information from recently approved subdivision and development.

The total increase in AADT for up to 2014/15 is calculated based on the adopted Townsite Expansion Strategy 2009 and other relevant information as outlined in the following table:

Land use	# of Lots to	AADT	AADT
Residential	350	9	3150
Special Residential	240	9	2160
Rural	55	9	495
Industrial	15	15	225
Commercial	35	15	525
Rural	30	10	300
Total new	725 new lots		

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Total estimated additional			6855 new trips (total Shire
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TABLE 3 PREDICTED TOTAL LOTS & AADT FOR SHIRE UP TO 2014/15

Note: Townsite Expansion Strategy 2009 forecasts, based on previous annual lot-clearances and information from recently approved subdivision and development, have been used to predict lot yields for the 2010-2014 period:

- *Residential/Urban: Average clearances since 2006 = 70 new lots / annum. Supported by residential growth identified in TES on Kelly Street; grouped dwelling development associated with in-fill sewerage; and urban zone development in Mullalyup and Kirup.*
- *Special Residential: Donnybrook, Balingup, Mullalyup and Kirup TES and draft plans presented to Shire for Walter Street-Birtwood Park, Westwood Stage 2, Meldene Stage 2 and Roberts Road.*
- *Rural Residential: Trend based on TES findings is 11 lots per annum.*
- *Industrial: Sandhills precinct in addition to subdivision of LIA lots.*
- *Commercial: Include business park: Clifford Road and Collins Street commercial subdivisions.*
- *Rural: Based on average clearances since 2006 – 6 lots / annum, and fewer lots with subdivision potential.*

The above does not include road costs associated with roads not under the jurisdiction of the Shire (i.e. Main Roads WA roads or private roads).

6.1 CALCULATION & PER ADDITIONAL LOT CONTRIBUTIONS

- # of additional lots x AADT per Lot = AADT
- AADT / TOTAL SHIRE AADT x 100 = % of Total Shire AADT
- Shire Cost Shortfall x % of Total Shire AADT = **Contribution**

Per Lot Contribution for Each Land Use Type:

RESIDENTIAL / SPECIAL RESIDENTIAL / RURAL RESIDENTIAL:

1 x 9 = 9
 9 / 6855 x 100 = 0.13%
 \$2,318,194 x 0.13% = **\$3,014 per additional lot**

INDUSTRIAL / COMMERCIAL:

1 x 15 = 15
 15 / 6855 x 100 = 0.22%
 \$2,318,194 x 0.22% = **\$5,100 per additional lot**

RURAL:

1 x 10 = 10

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$$1076855 \times 100 = 0.15\%$$

$$\$2,318,191 \times 0.15\% = \$3,477 \text{ per additional lot}$$

7.1 CONCLUSION

It is intended that this policy provides the State with funds to assist in general local road works & drainage but also that these contribution funds can be justified as an additional cost imposition on the developer. This policy is:

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