 <p>Serpentine Jarrahdale Shire</p>	<p>LOCAL PLANNING POLICY NO. 53 George Street Construction Costs</p> <p>Version: 1.0 Updated: 6 August 2010 Trim: A1907</p>
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1. Policy Objective

The objective of this policy is to guide the contribution of funding for the construction of George Street from Pitman Way to Larsen Road in a coordinated manner by detailing the costs, method of apportionment and method of collecting contributions.

2. Background and application

There is a need to construct this section of George Street to provide access to the business, banking and shopping precinct, especially for residents living in the area from Byford Central through to the Byford Trotting area. There is also a road safety advantage to having access from George Street.

Until the construction of George Street, residents and businesses along South Western Highway will be required to have access to South West Highway. Main Roads Western Australia and the Shire are also progressing with an access strategy which will seek to prohibit access from South West Highway and place greater emphasis on the need to construct George Street.

Although Council may assist with the funding of construction, the cost will ultimately need to be recovered from landowners of the adjoining properties. The requirement to pay the associated costs for George Street construction will be triggered by the application of a development application or subdivision application from the adjoining properties.

3. Interpretations

All words shall have the same meaning as if they were words within TPS 2.

4. Context

4.1 Relationship to Town Planning Scheme No. 2:

This Policy is a planning policy prepared, advertised and adopted pursuant to Clause 9.1 of Town Planning Scheme No.2 (TPS2). Under Clause 9.2 of TPS2 all planning policies are documents supporting the Scheme. The Policy augments and is to be read in conjunction with the provisions of TPS2 relating to residential development applications.

4.2 Relationship to Byford (District) Structure Plan

The Byford (District) Structure Plan depicts George Street as a Local Road.

4.3 Relationship to Byford Town Centre Local Structure Plan

The Byford Town Centre Local Structure Plan depicts George Street as a local road with full access from Abernethy Road and left in left out access from Pitman Way.

4.4 Draft Local Planning Policy No. 3.1 – Byford Town Centre Design Guidelines

The Draft Local Planning Policy No.3.1 largely details built form requirements, however, includes Policy requirements for Parking and Landscaping. The Policy relates to the portion of George Street between Abernethy Road and Evans Way.

4.5 Draft Byford Town Centre Strategy

The Draft Byford Town Centre Strategy provides the design requirements for George Street within the Byford Town Centre. The Strategy relates to the portion of George Street between Abernethy Road and Evans Way.

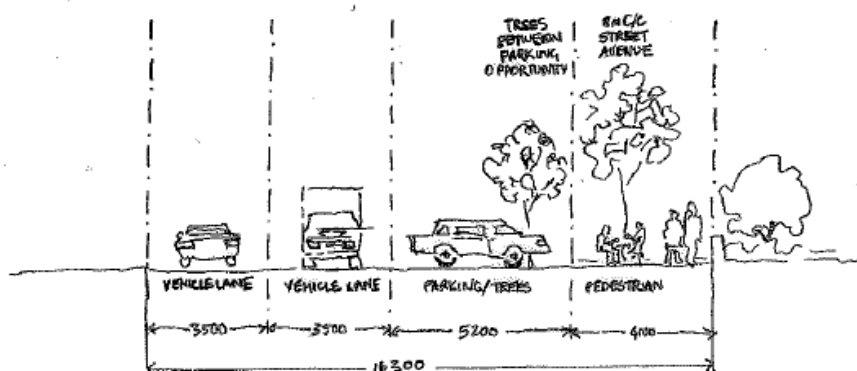
5.0 Road Reserve and Streetscape requirements

To maintain a consistent streetscape, the George Street road reserve between Pitman Way to Larsen Road should ensure continuity of the existing streetscape of the constructed portion of George Street.

Right angle parking and a 4.1m verge, paved to allow for pedestrian traffic, is to be provided on the eastern side of George Street. Land to the west of George Street may accommodate future parking for the train station and these costs are not included as part of this policy.

All materials and landscaping is to be in accordance with the Byford Town Centre Strategy.

Diagram 1: George Street – abutting Town Centre (retail core)



6. Costs and apportionment methodology

A cost schedule is contained as Attachment A. A review of the cost schedule is to occur on an annual basis and cost contributions may change as a result.

6.1 Costs associated with the construction of George Street

The costs associated with the construction of George Street which are included within this policy are as follows:

- Earthworks;
- Drainage;
- Lifting of Sewerage Manholes and other services;
- Asphaltting and provision of flush kerbing;
- Traffic Facilities;
- Public Utilities;
- Pedestrian Crossings and Key footpath intersections; and
- Footpath along the eastern side of George Street, including pram ramps

6.2 Costs not included as part of this policy

Additional works to George Street will need to be undertaken by landowners for the portion of their properties and will include though may not be limited to:

- Landscaping/bio retention along the eastern side of George Street; and
- Right angle on street parking along the eastern side of George Street.

These additional works will be required as conditions of subdivision or development approval.

6.3 Contingency fee

A contingency fee has been built into the cost estimate to allow for costs associated with unforeseen circumstances or increases to construction costs. If the actual cost is lesser than the cost estimate specified within Attachment A, contributions may be refunded or utilised to further enhance the streetscape.

6.4 Method of cost apportionment

The following method of cost apportionment has been used to determine the estimated amount payable within Attachment A:

F= Frontage of Lot

L= Length of George Street

P= Percentage of total contribution required from landowner

C = Cost of George Street construction

A = Amount payable

$$F / L \times 100 = P$$

$$C \times P = A$$

Cost apportionment has been determined based on developable frontage. The calculation of lot frontages does not include the frontage of any reserves identified

under the Town Planning Scheme No. 2 and the Byford Town Centre Local Structure Plan.

7. Construction Works

To ensure the coordinated construction of George Street the Council will undertake all works associated with construction of George Street. The Shire may allow a landowner to arrange their own construction of George Street subject to the following:

- The landowner is able to demonstrate that their works will not prevent the construction of George Street in a coordinated manner;
- The landowner will fund the required portion of works in addition to the works required along their lot frontage (ie. intersection works and portion of George Street fronting reserves/public open space); and
- The materials and landscaping are consistent with the Council requirements and proposed works for George Street.

8. Timing of Construction

The timing of construction will largely depend on when the funding becomes available from landowners through contributions. The Council may, however, provide additional funding to bring forward the construction time of George Street given the increasing need for this road to provide access to existing businesses.

9. Payment of cost contribution

The payment of costs associated with the construction of George Street will be conditioned upon approval of a subdivision application or development application. Payment shall be prior to the commencement of work or issuing of title, depending on the form of application.

Where payment has already been received from a landowner as part of a previous subdivision or development application, the landowner may be required to contribute additional funding if the cost payable exceeds the initial payment. Similarly if the cost is less than the initial payment, the landowner may be refunded the difference.

Policy Adoption and Amendment History:

<i>Reviewed/Modified</i>	<i>Minutes Reference</i>	<i>Date</i>	<i>Meeting Type</i>
<i>Adopted</i>			<i>OCM/SDC/SCM</i>
<i>Modified</i>			
<i>Reviewed</i>			

Attachment A – Construction cost estimates

Lot	Lot Frontage	Percentage	Amount Payable (\$)
104 Larsen Road	61.1	10.22	79,000
10 South Western Highway	80.5	13.46	104,000
11 South Western Highway	85.3	14.26	110,000
12 South Western Highway	84.6	14.15	109,000
30 South Western Highway	21.9	3.66	28,000
31 South Western Highway	33.3	5.57	43,000
23 South Western Highway	22.1	3.70	28,000
24 South Western Highway	21.8	3.65	28,000
21 South Western Highway	31.3	5.23	40,000
22 South Western Highway	32.3	5.40	42,000
18 South Western Highway	28.3	4.73	36,000
3 South Western Highway	73.5	12.29	95,000
4 South Western Highway	22	3.68	28,000