



Cooloola Shire

Planning Scheme Policy 10 Intersection Contributions

18 May, 2005

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PSP10 PLANNING SCHEME POLICY 10: INTERSECTION CONTRIBUTIONS

10.1 EFFECTIVE DATE

This policy is made pursuant to section 2.1.19 and Schedule 3 of the *Integrated Planning Act 1997* (IPA) and has effect on and from the day the adoption of the policy is first notified.

10.2 INTRODUCTION

- (1) Development within the Shire creates increased demands on Council's infrastructure. The extra costs of providing infrastructure should be borne by the developer proportional to the extent and effect of the development.
- (2) As provided by section 6.1.31⁶³ of the *Integrated Planning Act 1997* Council may impose a condition on a development approval requiring land, works or a contribution towards the cost of supplying infrastructure.
- (3) Section 3.5.30⁶⁴ of the *Integrated Planning Act 1997*, requires a condition to be relevant to, or "...reasonably required in respect of the development or uses of premises as a consequence of the development."

10.3 INFRASTRUCTURE REQUIREMENTS

- (1) Development is assessed against Division 8.17 Infrastructure Works Code contained in the Cooloolool Shire Planning Scheme. The provision of infrastructure must meet the overall outcomes of the code.
- (2) A consequence of development is that it causes increased demand on the existing road network through the generation of additional traffic movements. The effect of this increase can necessitate the upgrading or improving of road infrastructure, including intersections, that service, but are external to the development, to maintain its safety and efficiency.
- (3) Infrastructure should be provided in accordance with an overall network plan that will maximise cost-effectiveness and efficiency by ensuring it is provided in a logical sequence and fits with existing networks. Council's standards and requirements for the provision of road infrastructure in conjunction with development are contained in Planning Scheme Policy 8: Infrastructure Works.
- (4) Each development may not warrant the immediate carrying out of works. Council, for cost efficiency and effectiveness, carries out such work in accordance with a coordinated and scheduled program. Council may therefore require a monetary contribution towards the cost of upgrading intersections as a consequence of development so that it can provide the infrastructure to the applicable safety standards and appropriate level of service when required.

10.4 USE OF MONETARY CONTRIBUTIONS

Council will use the monetary contributions for intersection works in the vicinity of the development in accordance with its overall road network strategy and the appropriate standards to:

- (1) benefit the users of the development site and the community; and,
- (2) improve the standard of the existing network including its:
 - (a) safety;
 - (b) efficiency;

⁶³ Conditions about infrastructure for applications.

⁶⁴ Conditions must be relevant or reasonable.

- (c) extent; or
- (d) level of service.

10.5	RATE OF MONETARY CONTRIBUTIONS
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- (1) The rate of contribution shall be that proportion of the cost of upgrading the nominated intersections indicated in Council's overall road network strategy, attributable to the development.
- (2) The amount will be indexed at the date of payment based on Department of Main Roads Roadworks Cost Price Index for construction.