

Title: ROAD STANDARDS POLICY RD-POL-9

Keywords: Access, Parking, Road Standards, Right of Way, Dual Occupancy, S94.

Service: ROADS

Responsible Officer: DIRECTOR OF OPERATIONS

Objective

1. To provide guidelines for the minimum standards of roads, private accesses and parking facilities;
2. To provide guidelines for developers and staff for assessing development applications.

Policy

Definitions:

- **Dwelling** - “A room or suite of rooms occupied or used or so constructed or adapted as to be capable of being occupied or used as a separate domicile”;
- **Dwelling House** - “A building containing one but not more than one dwelling”;
- **Dual Occupancy** - “A building or group of buildings on one allotment of land containing two dwellings”;
- **Existing Parcel** - as defined in Council’s Environmental Planning Instruments.

1. Right of Carriageway (RoW) Access

1.1. RoW’s are not a desirable form of access and will not be permitted where subdivision to create new allotments with an entitlement to erect a dwelling house(s) is proposed, irrespective of the type of access arrangements currently servicing the land;

1.2. RoW’s will only be considered to allow access from a road maintained by a public authority to a proposed dwelling house on an allotment where that allotment is either:

1.2.1. a vacant “existing parcel” or “land with a dwelling entitlement” currently accessed by a ‘ROW’;

OR

1.2.2. a vacant allotment lawfully created by subdivision for the purpose of a dwelling house under a previous planning instrument of Council which may be currently accessed by an existing right of way.

Note: Existing RoW's (or part thereof) that are substandard may require upgrading to the minimum standard specified in Clause 1.4, where there is a safety or environmental issue to be.

1.3. Where the demand proposed to be created is in addition to that outlined in clause 1.2, such as a dual occupancy dwelling house on any allotment, the RoW shall be upgraded to a public road as per Section 6 of this policy, where the number of dwellings (or equivalent traffic loading) accessing the RoW is greater than 3.

1.4. Minimum requirements for construction of RoW's shall be:

Table 1.0. – RoW Characteristics

Maximum No. of Accesses	Dedicated Width (m)	Pavement Width (m)	Pavement Depth (mm)	Drainage Design 1 in ... Years	Design Traffic ESA's
1	7.5	3.5	100 ¹	5	1 x 10 ³
2, 3	8.5	4.5 ²	150 ¹	5	5 x 10 ³

¹ Minimum compacted depth of approved roadbase, designed in accordance with AUSTRROADS "Guide to the Design of New Pavements for Light Traffic

² 3.5 m where the length of RoW is <50m and the public road is a low volume road with <30 vpd and has an existing width of <4.5m.

1.5. Maintenance of RoW's is the responsibility of the beneficiaries and this shall be included on the relevant title deeds of each property by way of an 88B. clause;

1.6. Any RoW in an urban or rural-residential environment shall be bitumen sealed.

2. Battle-Axe Handle Access

2.1. Battle-axe allotments will only be approved where it can be demonstrated that the proposed layout supports the planning and the environmental objectives of the area;

2.2. Battle-axe handle accesses are not permitted to two adjoining allotments;

2.3. The maximum length of a battle-axe handle is 300 metres;

2.4. Construction standards for rural and rural/residential zones:

2.4.1. shall be in accordance with Table 1.0.;

2.4.2. shall include bitumen sealing with a two coat bitumen seal of 14mm./7 mm., where located within 300 m. of an existing residence or designated building site on an adjacent property;

2.5. In urban zones the construction standard shall be a minimum 100 mm. thick approved compacted gravel, 3 m. wide, with a two coat bitumen seal or similar all weather pavement, within a 4 m. wide battle axe handle;

2.6. Clause 2.4.2. does not apply in subdivisions where allotments are greater than 6 ha.

3. Urban Property Access

3.1 All property entrances accessing an urban road or village street shall be constructed to the following minimum specifications from the road pavement to the property boundary:

- minimum 100 mm. thick approved compacted gravel, 3 m. wide;
- two coat bitumen seal or similar all weather pavement where the driveway accesses a sealed pavement;
- concrete vehicle crossing in kerb if applicable, or concrete dish drain, or concrete culvert beneath the driveway.

3.2 Material for access off Cork Street, in the Heritage Precinct of Gundaroo, between Faithful Street and Rosamel Street shall be decomposed granite or other appropriate material.

4. Rural Property Access

All property entrances accessing a rural or rural/residential road shall be constructed to the following minimum specifications from the road pavement to the property boundary:

- 160 m. safe intersection site distance for a 80 km/hr speed zone, or 225 m. for a 100 km/hr speed zone, measured from a height of 1.15 m. to 1.15 m., subject to the appropriate grade correction factors being applied;
- Minimum 4 m. (Max 9m) wide at the property boundary;
- Minimum 6 m. wide at the edge of the road pavement;
- Minimum of 100 mm. thick approved compacted gravel;
- Two coat bitumen seal of 14 mm./7 mm. where the driveway accesses onto a sealed pavement;
- Gate to be set back 15 metres from the edge of pavement;

- Reinforced concrete pipes (minimum of 375 mm diameter) and headwalls are to be provided through the table drain. Pipes are to be designed for a minimum of a 1 in 5 year storm event and installed in accordance with AS 3725. Design requirements relate to the 'category' of the road, refer Table 2 of Clause 6.2 Alternately, a reinforced concrete dish drain (minimum of 150 mm. thick) 900 mm. wide by 5 metres in length may be constructed in the table drain where a pipe culvert would be unsuitable, due to the cover requirements.

5. Parking for Commercial/Industrial Use

All parking facilities within a village or urban zone for commercial and light industrial vehicles, up to 11.5 m. long, shall be constructed to the following minimum specifications:

- 150 mm. thick approved compacted gravel;
- two coat bitumen seal of 14 mm./7 mm.

Outside the parameters of this clause, a qualified engineer shall design parking facilities to the requirements of AusSpec.

6. New Roads

6.1. General

- 6.1.1. New roads shall be deemed to be any road created by a development;

OR

any existing road that is proposed to be utilised by the development which has not been formally gazetted as a Council Road or has not had any significant road formation constructed;

- 6.1.2. All new roads that are created shall be constructed to the standards specified herein, gazetted as a Shire Road and shall from thence be maintained by Council (the exception being roads held in Community Title);
- 6.1.3. Community Title Roads may be created within any development, but must be constructed to the standards applicable if it were to be created as a Shire Road;

6.2. Rural Roads

All rural roads and rural/residential roads shall be constructed in accordance with the following table:

Table 2.0. – Rural Road Standards

Category	Local Road HEIRACHY	AADT ¹	Design Traffic ESA's ²	Pavement Width (m) ³	Seal Width (m) ⁶	Road Reserve Width (m)	Drainage Design 1 in ... ⁵
ACCESS	4	<50	5 x 10 ⁴	5.5	See Note 4	20	5/20
LOCAL - Minor	3	51-200	1 x 10 ⁵	7	6	20	5/20
LOCAL-Secondary	2	201-500	2 x 10 ⁵	8	6.5	25	20/50
LOCAL – Primary	1	501-1,000	5 x 10 ⁵	9	7	25	20/50
REGIONAL	-	1,001-2,000	1 x 10 ⁶	10	8	30	20/50
STATE	-	>2,000	2 x 10 ⁶	11	9	30	20/50

- NOTES:
- ¹ AADT – average annual daily traffic.
 - ² ESA – equivalent standard axle.
 - ³ Pavement – minimum depth of approved roadbase shall be 150 mm. and constructed in accordance with AusSpec;
 - ⁴ To be sealed 5.5 m. wide if located in:
 - rural/residential zone;
 - village zone;
 - Murrumbateman Precinct as defined by the Section 94 Plan.
 - ⁵ 5/20 – design shall cater for a 1 in 5 year flow beneath the road and a 1 in 20 year trafficable flow; 20/50 – design shall cater for a 1 in 20 year flow beneath the road and 1 in 50 year trafficable flow. All bridges or major structures shall be designed to pass 1 in 100 year flow beneath the structure.
 - ⁶ Minimum seal requirements shall be a two coat flush bitumen seal (14 mm./7 mm.).
 - ⁷ Minimum standard of road “Access” category (previously know as a ‘Category 1’ road).

6.3. Village Roads

- 6.3.1. All new roads are to be sealed;
- 6.3.2. Standards applicable shall be as per Table 2.0. unless it is deemed that kerb and gutter is appropriate to the development, hence Table 3.0. shall apply;
- 6.3.3. Roads within the 1(e) Rural Village Zone at Binalong shall be unsealed

6.4. Urban Roads

New streets shall be created in accordance with the following table:

Table 3.0. – Urban Road Standards

Type	Width (m) ¹	Kerb Type	Road Reserve Width (m) ⁶	Design Traffic ESA ²
Cul-de-Sac	6	Layback	15	1 x 10 ⁵
Local	8	Layback	18	2 x 10 ⁵
Collector	11	Upright	20	1 x 10 ⁶

NOTES:

- ¹ Width for layback kerb is measured between the lips of the kerb. Width for upright kerb is measured between the nominal faces of kerb;
- ² Pavement shall be designed in accordance with AusSpec. Minimum depth of roadbase is 200 mm.;
- ³ All roads shall be sealed with a two coat flush bitumen seal (14 mm./7 mm.);
- ⁴ Cul-de-sac head to have a 10m radius from the nominal face of kerb;
- ⁵ Alternatives to cul-de-sac treatments will be considered where the length of road is less than 50m;
- ⁶ Minimum road reserve width – this may have to increased to allow for planned services/facilities in the particular subdivision.

7. Contribution to Existing Road Network

7.1. Section 94 Contributions

Contributions to the existing road network shall be levied in accordance with the Section 94 Plan for that zone.

7.2. Murrumbateman Precinct

7.2.1. Where an existing hierarchy 4 or 5 road in the Murrumbateman Precinct abuts the proposed subdivision/development, the existing road shall be brought up to a Category “Access” standard, along the frontage of the subject land, as detailed in Table 2.0.

This clause is additional to the requirements of Clause 7.1.

7.2.2. The application of Clause 7.2.1. above may be varied by Council depending on the nature of the development.

7.2.3. For the purposes of this policy, development assessment for roads in the former areas of Gunning and Yarrolumla Shire be applied as if located in the Murrumbateman Precinct as defined by the Yass Valley Council Rural Roads Section 94 plan.

8. Legal & Practical Access

Each separate property shall have legal and physical access as required by the Environmental Planning & Assessment Act 1979.

This legal and physical access shall be coincident, that is, the physical access must be located within the boundaries of the defined legal access.

9. Dual Occupancy

Demand for service on an access is created by the number of vehicles that utilise the access.

Road Standards and developer contributions for upgrading the road network are applied with respect to demand. The base unit of demand is a single dwelling.

Any dual occupancy is therefore considered to create the same demands for access as an additional allotment with entitlement to erect a dwelling house. In practical terms, this means that dual occupancies are assessed similarly to subdivisions.

Other Relevant Policies/Procedures

Previously known as Policy R.5.
 Environmental Planning & Assessment Act 1979
 Yass Local Environmental Plan 1987
 Yarrolumla LEP 2002
 Gunning LEP 1997

History

<i>Minute No</i>	<i>Date of Issue</i>	<i>Action</i>	<i>Author</i>	<i>Checked By</i>
230	10 July 2002		David Rowe	David Rowe
380	27 November 2002		Daivd Rowe	David Rowe
68	12 March 2003		David Rowe	David Rowe
441	26 November 2003	Amended	Stephen Solari	David Rowe
69	24 March 2004	Amended	Matt Dopson	David Rowe
319	14 September 2005		David Rowe	David Rowe
53	13 February 2008	Amended	Gerard Coffey	PP&R Meeting
	27 March 2008	Amended	David Rowe	EMT
147	9 April 2008	Amended		PP&R Meeting