

Title: ROAD STANDARDS POLICY

RD-POL-9

Service: ROADS

Responsible Officer: ENGINEERING SERVICES MANAGER

1. OBJECTIVES

To provide guidelines for minimum design standards of roads, property accesses and car parking facilities.

To provide guidelines to be used in assessment of development applications.

To ensure that road access requirements and the associated need to upgrade roads are fairly and equitably distributed to the parties creating additional traffic generation.

2. 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.
Regional Roads	Regional Roads in the Yass Valley Local Government Area (LGA) are Sutton Rd, Gundaroo Rd, Murrumbateman Rd, Yass Valley Way, Burrinjuck Rd and Wee Jasper Rd.
State Roads	State Roads in the Yass Valley LGA are Burley Griffin Way and Lachlan Valley Way.
State and National Highways	State and National Highways in the Yass Valley LGA are Hume Highway, Federal Highway and Barton Highway.
RMS	Roads and Maritime Services, the road authority for state roads and highways. Also traffic authority responsible for setting and reviewing posted speed limits, regulative signs, traffic lights, traffic facilities etc.
Classified Roads	Classified roads are roads that that have been gazetted in accordance with the NSW Roads Act 1993. Classified Roads in the Yass Valley LGA are: all state roads, all state/national highways and the following Regional Roads - Sutton Rd, Gundaroo Rd, Burrinjuck Rd and Wee Jasper Rd.
Council Roads	Roads where the Council is the road authority. Generally all public roads unless the RMS, Crown, NPWS, Forestry etc are the road authority. Generally it includes most local roads and all regional roads.
Crown Roads	Roads where the Crown is the road authority. Generally it includes most 'paper' roads and minor accesses.

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Right of Way (RoW) or Right of Carriageway (RoC)	A legal access that allows specifically identified properties (beneficiaries) the right to travel over an identified portion of private land. The access will be identified on the land title for the property(s) the RoW/RoC is located on. Only the property owner(s) and the identified beneficiary properties have legal access to a RoW/RoC. If a beneficiary property is sub-divided the resulting lots are beneficiaries.
Road Reserve	A portion of land that is dedicated for the purposes of road access. Roads can be constructed within a road reserve to provide physical access along the road reserve. The majority of roads reserves are approximately 20 metres wide.
Property Access	The connection from the physical access (e.g. the road) to the boundary of the property (e.g. from the edge of a road carriageway to the boundary).
Internal Access	The access from the property boundary to dwellings etc on the property. This policy only relates to internal accesses on commercial/industrial properties and also battle axes and right of ways.
Carriageway	The trafficable section of a road located within the road reserve It includes the traffic lanes, road shoulders and associated drains.
AADT	Average annual daily traffic – this is calculated by measuring traffic volumes over a period of time (normally two weeks) and calculating an average daily traffic volume.
ESA	Equivalent standard axles – a way of quantifying the impact of heavy vehicles by equating each heavy vehicle to an equivalent number of passenger vehicles.
Bush Fire Prone Land	Any land in the Yass Valley Council area that is identified on the Bush Fire Prone Land Map

3. RIGHT OF CARRIAGEWAY (RoC) and RIGHT OF WAY (RoW) ACCESS

All developments generating additional traffic shall ensure each property associated with the development has direct physical vehicle access from an existing or new public road. Where this is not practical, and subject to approval of the Director of Engineering, Council may consider the use of a RoW or RoC as a means to provide property access. Where approved, the RoW or RoC shall comply with the following:

- 3.1** RoC's and RoW's will only be considered to allow access from a road maintained by a public authority to up to 5 lots including any original lot in the case of sub-divisions.
- 3.2** Council will not approve the creation of a RoC or RoW that is wholly or partly within a public road nor will it approve the use of a RoC or RoW as a suitable access if the RoC / RoW is located wholly or partly within a public road.
- 3.3** Existing RoC's or RoW's that generally satisfy the requirements of Table 1.0 or are considered to be trafficable and provide a safe all weather access will not require upgrading.
- 3.4** Existing RoC's or RoW's (or part thereof) that are considered substandard in relation to safety or accessibility, will require upgrading to the minimum standard specified in Clause 3.5.
- 3.5** Minimum requirements for construction of RoC's or RoW's shall be as follows:

Table 1.0. – RoC, RoW and Battle-Axe Handle Characteristics

Land Zoning	Number Properties serviced	Min. Dedicated Width (m)	Pavement Width (m)	Min. Pavement Depth (mm) ¹	Drainage Design Interval (Years)
Rural and Rural Residential	1	10	3.5	100	5
	2 - 5	10	4.5	150	5
Urban	1 - 5	5.0	4.5	See note	5

- Any RoC, RoW or Battle-Axe in an urban environment shall be constructed minimum with a 50mm thick gravel base and 100mm thick concrete layer (25 MPA with SL72 mesh), or similar approved all weather pavement
- Note 1 - Unless supported by a full pavement design undertaken by an appropriately qualified person, the roadbase used shall be as per Appendix D, or as approved by the Director of Engineering. Certification of the roadbase by an appropriately qualified person must be provided to Council.

3.6 All aspects (including maintenance) of RoC's and RoW's is the responsibility of the beneficiaries. Council will not accept any responsibility or provide any assistance in relation to matters associated with a RoC or RoW. Council will not accept the transfer of a RoC or RoW to public road status. Appropriate conditions are to be included in the 88B instrument in relation to responsibilities and dispute resolution.

4. BATTLE-AXE HANDLE ACCESS

All developments generating additional or changed traffic shall ensure each property associated with the development has direct physical vehicle access from an existing or new public road. Where this is not practical, and subject to approval of the Director of Engineering, Council may consider the use of a battle-axe as a means to provide property access. Where approved, the battle-axe shall comply with the following:

- 4.1** Battle-axe allotments will only be approved to service a maximum of 4 dwellings.
- 4.2** Adjoining battle-axe handle accesses are permitted where a shared access is provided and a reciprocal right of carriageway is created over the access.
- 4.3** All aspects (including maintenance) of battle-axes is the responsibility of the beneficiaries and associated land owners. Council will not accept any responsibility or provide any assistance in relation to matters associated with a battle-axe. Council will not accept the transfer of battle-axes to public road status. Appropriate conditions are to be included in the 88B instrument in relation to responsibilities and dispute resolution.
- 4.4** Construction standards for battle axe handles shall be in accordance with Table 1.0, including the connection from the boundary to the road.

5. URBAN PROPERTY ACCESS

5.1 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:

- 5.1.1** Safe Sight Distance Requirements in accordance with Section 7 of this policy;
- 5.1.2** A Minimum of 3.0 metres wide with maximum trafficable width of 5.0

metres wide at the kerb or road edge where no kerb exists.

5.1.3 Permissible driveway standards shall be per the following table:

Location	Driveway Standard			
	Gravel	Concrete	Bitumen Seal	Decomposed Granite
Villages - All	Yes	Yes	Yes	Yes
Yass Township – New Developments	No	Yes	No	No
Yass Township – with k&g	No	Yes	No	No
Yass Township – with no k&g	Yes	Yes	Yes	Yes
Murrumbateman - New	No	Yes	No	No
Murrumbateman - with k&g	No	Yes	No	No
Murrumbateman - without k&g	Yes	Yes	Yes	Yes

5.1.4 Specification for the driveway standards shall be as below:

- o Gravel – 100mm thick gravel.
- o Concrete –
 - * Residential - minimum of 50mm thick gravel base and minimum 100mm thick concrete layer (25 MPA with SL72 mesh).
 - * Commercial/Industrial – minimum of 150mm of gravel and minimum 150mm thick concrete (25MPa with minimum one layer F82 mesh). Also refer to Clauses 5.11 and 8.
 - * Except for heritage conservation areas various surface finishes can be used (e.g. stamps, coloured etc) provided it does not create a pedestrian hazard. Council does not guarantee that like with like will be provided should Council undertake work (e.g. footpath or service repair etc) in the driveway
- o Bitumen seal – minimum 100mm thick gravel base with two coat Bituminous seal (14mm / 7mm) or asphaltic concrete.
- o Decomposed granite – colour to match any existing driveways, Minimum 50mm layer over minimum 100mm gravel base.

5.1.5 Cut and fill batters within the road verge shall be graded to a maximum of 1 in 8.

5.1.6 Driveways are to be constructed at least 6m from the tangent point of the kerb at any intersection.

5.1.7 The grade of the driveway from the kerb or edge of seal to the property boundary shall be +2.5% (i.e. 2.5% sloping upwards from the kerb to the property boundary), unless otherwise approved by the Director of Engineering.

5.1.8 The maximum allowable longitudinal change in grade of any driveway shall be 12%.

NB: Where the above requirements are not practical due to site constraints, alternative proposals may be considered by the Director of Engineering, including the use of standard gutter bridges as shown in Appendix C.

5.2 Driveways should generally be located 1.5 - 2 metres from the southern or western boundary of the block as appropriate. This will ensure any future residence on the block is able to make maximum use of any northerly aspect.

- 5.3 Where requested by Council, a detailed long section showing levels and longitudinal grades from the centreline of the road to the proposed garage shall be provided by the applicant to ensure that adequate access can be achieved.
- 5.4 All properties may have a second property access subject to approval. Approval criteria include road traffic volumes, sight distances, availability of street parking and associated need etc. Unless otherwise approved by Council, the second access must be constructed to the same standard as the primary access.
- 5.5 New property accesses should not be constructed over any water service or sewer tie. Where an access is constructed over Councils water, sewer, or stormwater mains a minimum of 450mm cover is required over the main. Clearance to other services shall be by approval of the relevant service authority.
- 5.6 Council has no responsibility for the maintenance, repair or replacement of property accesses. Council may direct a property owner to repair a property access which is deemed a safety risk or alternatively undertake the work and recover costs from the property owner.
- 5.7 All property accesses located on classified roads will be subject to RMS concurrence and any associated conditions set by the RMS.
- 5.8 Any work undertaken on a property access that is within a road reserve must not be undertaken without obtaining an approval from the appropriate road authority under Section 138 of the Roads Act, unless the work forms part of a development consent.
- 5.9 All property accesses located on a Crown Road are subject to the Crown's approval and any associated conditions.
- 5.10 All property accesses located in Bush Fire Prone Land area will be potentially subject to conditions set by the NSW Rural Fire Service.
- 5.11 Property accesses to commercial and industrial developments shall be designed by an appropriately qualified person to meet the requirements of AusSpec etc to cater for the largest vehicle that is likely to access the site. Subject to the approval of the Director of Engineering the construction of such driveways in sub-divisions can be deferred to the building approval process.

6. 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:

- 6.1 All property accesses shall be constructed to "Rural Property Access – with Indented Access" (see Appendix B) standard in accordance with Austroads Guide to Road Design – Part 4: Intersections and Crossings General, and be sealed from the edge of the road to the gate.
- 6.2 All property accesses located on regional road will be subject to RMS concurrence and any associated conditions set by the RMS.
- 6.3 All property accesses located on a state road or State/National Highway will be subject to RMS approval and any associated conditions set by the RMS.
- 6.4 All property accesses located on a Crown Road are subject to the Crown's approval and any associated conditions.
- 6.5 Property accesses onto roads with Average Annual Daily Traffic (AADT) greater than 1000 vehicles per day shall also include a sealed BAR right turn treatment (see Appendix B) or as specified by the RMS.
- 6.6 Site Distance requirements in accordance with Section 7 of this policy.
- 6.7 Access points are to be located to achieve safe sight distance.
- 6.8 Driveways are to be constructed with a minimum thickness of 100 mm. approved compacted gravel. Where the driveway accesses onto a sealed road pavement, then the entrance will also be provided with a two coat bitumen seal or 100mm thick

concrete (25 MPA with SL72 mesh), or similar all weather pavement.

6.9 Gate to be set back 15 metres from the edge of pavement on local roads and 20m from edge of pavement on Regional roads.

6.10 Reinforced concrete pipes (minimum of 300 mm diameter) and headwalls are to be installed in the table drain in accordance with AS 3725. Pipe and headwall structures are to be set back a minimum of 2m from the edge of the road formation and be provided with permanent erosion protection upstream and downstream of the culvert. Pipes are to be designed for a minimum of a 1 in 5 year storm event or determined as follows:

Table 2.0 – Minimum Culvert Sizes

Catchment Size	Less than 0.5Ha	Less than 1Ha	Less than 2Ha	Less than 3Ha	3+Ha
Pipe Size	300mm	375mm	450mm	600mm	AR&R 1 in 5 year storm event

6.11 Where a pipe culvert would be unsuitable, due to topography and pipe cover requirements, a dish drain may be constructed in the table drain with the approval of the Director of Engineering.

7. SIGHT DISTANCE FOR PROPERTY ACCESS

The required sight distance will be determined using the Austroads Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections. The following table provides a summary of the most common sight distance requirements:

Road Type/Location	Sight Dist. Category	Normal Posted Speed	Sight Distance Required
Urban Areas	N/A	50km/h	6 metres from tangent point of the kerb at the intersection
Rural Areas	ASD*	50km/h	55m
Rural Residential	ASD*	70km/h	92m ***
Local Rural Roads	ASD*	100km/h	165m
Regional Roads	SISD**	100km/h	262m
State Roads/Highways	SISD**	100/110km/h	262m/300m

* ASD = Approach Sight Distance in accordance with Table 3.1 of Austroads.

** SISD = Safe Intersection Sight Distance in accordance with Table 3.2 of Austroads.

*** Alternate arrangements will be considered for corner blocks. Refer to Clause 9.5.

NOTES:

- 1 Reaction Time, RT, of 2.5 seconds is to be used in all cases.
- 2 Consideration will be given to accepting a lower Reaction Time RT on difficult sites subject to additional facilities such as BAR right turn treatment and/or BAL

left turn treatments being provided as appropriate.

- 3 The Design Speed for the purposes of determining adequate sight distance shall be the lower of either the:
 - Posted Speed Limit; or
 - The 85th percentile speed of vehicles using the road.
- 4 Grade correction factors in accordance with Table 3.3 of Austroads may be used as appropriate.
- 5 Accesses onto Classified Roads may have additional requirements as they are governed by the Roads and Maritime Services (RMS).
- 6 Where it is not possible to achieve required site distances the Director of Engineering will consider alternate options.

8. PARKING FOR COMMERCIAL/INDUSTRIAL USE

- 8.1** All parking facilities for commercial and industrial development shall be designed by a qualified engineer to meet the requirements of AusSpec and AS2890. The pavement is to be designed in accordance with the Austroads Pavement Design Guide to the following minimum specification:

Location	Minimum Gravel Thickness	Surface
Within towns and villages	150mm	Two coat bitumen seal or Asphalt
All other areas	100mm	Gravel, Or two coat bitumen seal or asphalt or concrete

NOTES:

- 1 The actual gravel thickness and surface required is to be determined by the applicant based on the volume and type of vehicles that may access the carpark
 - 2 Council has no maintenance responsibilities for carparks located on private property etc.
- 8.2** The number of car parking spaces for all commercial or industrial developments shall be calculated in accordance with the RTA Guide to Traffic Generating Developments and ASS-POL-8 – Off Street Car Parking.
- 8.3** All car parking requirements generated by a commercial or industrial development are to be accommodated on the subject site unless a Section 94 plan for parking has been adopted by Council for the locality to which the development application relates.
- 8.4** The maximum allowable longitudinal change in grade of any driveway shall be 12%.
- NB: Where the above requirements are not practical due to site constraints, alternative proposals may be considered by the Director of Engineering, including the use of standard gutter bridges as shown in Appendix C.
- 8.5** In addition, where requested by Council, a detailed long section showing levels and longitudinal grades from the centreline of the road to the proposed garage shall be provided by the applicant to ensure that adequate access can be achieved.
- 8.6** Unless approved by the Director Engineering, all vehicle movements are to be in the forward direction in and out of the site

9. ROAD STANDARDS

9.1 General

9.1.1 The Road Standards applies to the following:

- New public roads created by a development;
- Any existing public road where Council is the Road Authority irrespective if it has not had any significant road formation constructed, or the road is considered sub-standard, or is currently maintained by Council;
- Any existing public roads where Council is not the Road Authority (e.g. Crown roads) and is being considered to be transferred to Council;
- Community Title Roads created by a development;
- Private Roads created by a development.

9.1.2 Responsibilities

- Council will only consider accepting transfer or taking up responsibilities (maintenance, rehabilitation etc.) for a road that has been upgraded to the appropriate road standard set out in Clause 9.
- Council will not be responsible (maintenance, rehabilitation etc.) for any road where it is not the road authority .
- Council has no responsibility for community title roads including maintenance, rehabilitation etc.
- Council has no responsibility for private roads including maintenance, rehabilitation etc.
- Any work required on a road where council is not the road authority must not be undertaken without the approval of the appropriate road authority. All work will be undertaken in accordance with any associated conditions set by the appropriate road authority.

9.2 Rural Roads

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

Table 3.0. – Rural Road Standards

Category	Local Road Heirachy	AADT ¹	Design Traffic ESA's ²	Min Pavement Width (m) ³	Min Seal Width (m) ⁵	Min Road Reserve Width (m) ⁹	Drainage Design 1 in ⁶	Design Speed (km/h) ¹¹
ACCESS	4	<100	5 x 10 ⁴	5.5 ⁴	See Note 5	20	5/20	See Note 10
LOCAL - Minor ⁷	3	101-200	1 x 10 ⁵	7	6.5	20	5/20	See Note 10
LOCAL-Secondary	2	201-500	2 x 10 ⁵	8	7	25	25/50	80
LOCAL – Primary	1	501--1000	5 x 10 ⁵	9	7	25	25/50	80
REGIONAL	-	>1,000	1 x 10 ⁶	10	8	30	25/50	100

NOTES:

- 1 AADT – average annual daily traffic.
- 2 ESA – equivalent standard axle.
- 3 Pavement – shall be designed in accordance with Austroads Pavement Design

Guide. Minimum depth of approved road base shall be 200mm for sealed roads and for unsealed roads 150mm for new roads and 100mm for existing roads.

Unless supported by a full pavement design undertaken by an appropriately qualified person, the road base shall be as per Appendix D, or as approved by the Director of Engineering. Certification of the road base by an appropriately qualified person must be provided to Council.

Construction in accordance with AusSpec. Alternate pavement widths will be considered by the Director of Engineering.

- 4 Minimum pavement width 6.0m in rural residential zones.
- 5 Alternate seal widths will be considered by the Director of Engineering.
Sealing not required on "access" category rural roads (i.e. gravel finish only).
To be sealed for the full width of the pavement if located in:
 - rural residential zone;
 - or for all new roads in the Murrumbateman Precinct as defined by the Section 94 Plan
- 6 5/20 – design shall cater for a 1 in 5 year flow beneath the road and a 1 in 20 year trafficable flow;
25/50 – design shall cater for a 1 in 25 year flow beneath the road and 1 in 50 year trafficable flow.
All bridges or major structures shall be designed to pass at least 1 in 100 year flow beneath the structure.
- 7 Minimum seal requirements shall be a two coat bitumen seal (14mm/7mm.). Consideration needs to be given to requirements for heavy vehicles, particularly if turning across the road surface. For example - a development generating a large volume of heavy vehicles may require the area of road at the property access(s) to be upgraded (e.g. asphaltic concrete).
- 8 Except as approved by Director Engineering - minimum standard of a public road is "Access" category (previously known as a 'Category 1' road).
- 9 Road reserve width may need to be increased to provide adequate space between road batters, the property boundary to allow for catch drains, service trenches, vegetation etc and to accommodate cul-de-sacs and associated verges.
- 10 Rural residential roads = 70km/h design speed Rural roads = 80km/h design speed
- 11 Design speed is used for calculation of geometry of the road etc. and is not the posted speed limit of the road.

9.3 Yass and Murrumbateman Townships Roads

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

Table 4.0. – Yass and Murrumbateman Townships Road Standards

Type	Width (m) 1	Kerb Type 10	Min Road Reserve Width (m) ⁶	Design Traffic ESA 2	Design Speed (km/h) =
Cul-de-sacs ^{4,5}	7	Layback	16	1 x 10 ⁵	50
Local	9	Layback	18	2 x 10 ⁵	50

Collector	11	Upright	20	1 x 10⁶	50
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NOTES:

- 1 Width of roads are to be measured between the nominal kerb lines; in accordance with Council's standard Kerb and Gutter Drawing – Appendix A.
- 2 Pavement - shall be designed in accordance with Austroads Pavement Design Guide. Minimum depth of approved road base (refer Appendix D or as approved by the Director of Engineering) is 200 mm.
- 3 Unless supported by a full pavement design undertaken by an appropriately qualified person, the road base shall be as per Appendix D, or as approved by the Director of Engineering. Certification of the road base by an appropriately qualified person must be provided to Council.
- 4 All roads shall be sealed with a two coat bitumen seal (14mm/7mm), or approved asphalt wearing course;
- 5 Roads shall not be designed to include a dead-end. Where this is not practical, or it relates to a future road extension (i.e. temporary), and subject to the approval of the Director of Engineering, Council may consider the use of a cul-de-sac subject to:
 - All cul-de-sac heads are to be provided with an asphaltic concrete wearing surface. Minimum standard 40 mm thick AC14;
 - Cul-de-sac head to have a 12m radius from the nominal kerb line; and
 - Alternatives to cul-de-sac treatments will be considered where the length of road is less than 50m;
- 6 Minimum road reserve width may have to be increased to allow for planned services/facilities in the particular subdivision and to accommodate cul-de-sacs and associated verges; and
- 7 Flush kerb may be accepted in Murrumbateman subject to the approval of the Director of Engineering.

9.4 Village Roads

New village roads shall be created in accordance with the following table:

Table 5.0. – Village Road Standards

Type	Width (m) ₁	Kerb Type	Min Road Reserve Width (m) ₆	Design Traffic ESA ₂	Design Speed (km/h) =
Village Street	7	Flush	19	1 x 10⁵	50
Collector/ Arterial	9	Flush	20	2 x 10⁵	50

NOTES:

- 1 Width of roads are to be measured between the nominal kerb lines; in accordance with Councils standard Kerb and Gutter Drawing – Appendix A.
- 2 Pavement shall be designed in accordance with AusSpec. Minimum depth of

approved road base (refer Appendix D or as approved by the Director of Engineering) is 200 mm;

- 3 Unless supported by a full pavement design undertaken by an appropriately qualified person the road base shall be as per Appendix D or as approved by the Director of Engineering. Certification of the road base by an appropriately qualified person must be provided to Council.
- 4 All roads shall be sealed with a two coat bitumen seal (14mm/7mm), or approved asphalt wearing course;
- 5 Roads shall not be designed to include a dead-end. Where this is not practical, or it relates to a future road extension (i.e. temporary), and subject to the approval of the Director of Engineering, Council may consider the use of a cul-de-sac subject to:
 - All cul-de-sac heads are to be provided with an asphaltic concrete wearing surface. Minimum standard 40 mm thick AC14;
 - Cul-de-sac head to have a 12m radius from the nominal kerb line; and
 - Alternatives to cul-de-sac treatments will be considered where the length of road is less than 50m;
- 6 Minimum road reserve width may have to be increased to allow for planned services/facilities in the particular subdivision.

9.4.1 Provision of flush kerb is only applicable to roads in new village estates commenced after 30 October 2013 and is not applicable to upgrading of village streets existing prior to this date.

9.4.2 Verges to be designed to provide swale drains to cater from stormwater runoff. Grades of verges to be designed sufficient to allow access to private property without the need for culverts under property entrances.

9.4.3 An underground stormwater drainage system to collect water from swale drains is to be provided for all new village roads to cater for a 1 in 5 year ARI rainfall event.

9.5 Alternate Arrangement

Subject to the approval of the Council's Director of Engineering alternate standards maybe considered. Alternate standards arrangements may include isolated road narrowing, varying the road category/standards for roads servicing a single property etc.

Factors that will be considered may include:

- Satisfying the general intent of the Policy;
- Impact on environment (e.g. saving remnant bushland or individual trees); and
- Community benefit
- Ensuring the intent of Clause 12 is satisfied

10. CONTRIBUTION TO EXISTING ROAD NETWORK

10.1 Section 94 / 94A Contributions

Contributions to the existing road network shall be levied in accordance with the appropriate Section 94 / 94A Plan.

10.1 Murrumbateman Precinct

10.2.1 Where an existing sub-standard road abuts the proposed subdivision/development, the existing road shall be brought up to the required standard as detailed in Clause 9.

10.2.2 For the purposes of this policy, development assessment for roads in the former areas of Gunning and Yarrowlunla Shire be applied as if located in

the Murrumbateman Precinct as defined by the Yass Valley Council Rural Roads Section 94 plan.

11. DEVELOPMENTS THAT INCREASE TRAFFIC GENERATION

11.1 Development with Subdivision

All properties created as part of a subdivision must have legal and physical access (refer to clause 12) to the property boundary as a minimum, in addition to whether the road is deemed to be sub-standard or not as defined below.

All new roads within or associated with a sub-division must be constructed to the appropriate standards specified in Clause 9 at the full cost of the applicant.

Any existing roads proposed to be used as part of a property's physical access will be considered sub-standard where it does not meet the appropriate standards specified in Table 3, and/or has significant deficiencies in terms of condition, geometry (horizontal or vertical alignment), drainage (e.g. creek crossings) etc.

Note – for the purposes of this clause all sealed Council roads are considered as satisfying standard requirements (i.e. only unsealed roads are subject to being considered as sub-standard), unless the subdivision is a large subdivision (generating more than 15 additional lots).

Developments with sub-standard existing roads will require works to partially or fully upgrade the sub-standard portion of roads to the standards specified in Section 9. These works are to be undertaken and fully funded by the developer in accordance with Clause 11.4 and Table 6.

The applicant will not be required to upgrade an existing road to that of a higher category, irrespective of whether the additional traffic generation may trigger a higher road category, unless the subdivision is a large subdivision (generating more than 15 additional lots). For large subdivisions upgrade requirements will be determined based on the standards specified in Section 9, or assessed on merit by the Director of Engineering.

All new roads must be constructed to at least the appropriate standard specified in Table 3, 4 or 5 at full cost to the developer.

Except for large sub-divisions (generating more than 15 additional lots) Council will not request Crown roads to be upgraded beyond the standard specified in Clause 12, however Council will not maintain such roads nor accept transfer to Council. The need to upgrade Crown roads for large sub-divisions will be considered by Council on a case by case basis.

The requirement not to upgrade a road does not entitle the developer to exemption from other charges applicable to the development under Council's Section 94 contributions plans.

Council will not request Crown roads to be upgraded beyond the standard specified in Clause 12, however Council will not maintain such roads nor accept transfer to Council.

11.2 Development without Subdivision

All existing properties with a dwelling entitlement must have legal and physical access (refer Clause to 12) to the property boundary as a minimum, in addition to whether the road is deemed to be sub-standard or not as defined below.

All existing roads proposed to be used as part of a property's physical access will be considered sub-standard where it does not meet the appropriate standards specified in Table 3, and/or has significant deficiencies in terms condition, geometry (horizontal or vertical alignment), drainage (e.g. creek crossing) etc.

Note – for the purposes of this clause all sealed Council roads are considered as satisfying standard requirements (i.e. only unsealed roads are subject to being considered as sub-standard), unless the development is a large development

(generating more than the equivalent of 15 additional lots).

Developments that will generate additional traffic that utilise sub-standard existing roads will require works to partially or fully upgrade the sub-standard portion of roads to the standards specified in Section 9. These works are to be undertaken and fully funded by the developer in accordance with Clause 11.4 and Table 6.

The applicant will not be required to upgrade an existing road to that of a higher category, irrespective of whether the additional traffic generation may trigger a higher road category, unless the development is a large development (generating more than the equivalent of 15 additional lots). For large developments upgrade requirements will be determined based on the standards specified in Section 9, or assessed on merit by the Director of Engineering.

Council will not request Crown roads to be upgraded beyond the standard specified in Clause 12, however Council will not maintain such roads nor accept transfer to Council.

11.3 Change in Land Use

All changes in land use that generate additional traffic must ensure all associated properties have legal and physical access to the property boundary. Also refer to Clause 12.

All new roads created by the change in land-use must be constructed to the appropriate standards specified in Clause 9 at the full cost of the applicant.

All existing roads proposed to be used as part of the property's physical access will be considered sub-standard where it does not meet the appropriate standards specified in Table 3, 4 or 5 (after including the additional traffic generation) and/or has significant deficiencies in terms of condition, geometry (horizontal or vertical alignment), drainage (eg creek crossing) etc.

Developments with sub-standard existing roads will require works to partially or fully upgrade the sub-standard portion of roads to the standards specified in Section 9. These works are to be undertaken and fully funded by the developer in accordance with Clause 11.4 and Table 6.

- Note – Council's S94 Heavy Haulage Contribution Plan may also apply.

Council will not request Crown roads to be upgraded beyond the standard specified in Clause 12, however Council will not maintain such roads nor accept transfer to Council.

11.4 Road Upgrade Requirements

Where a road upgrade has been identified via Clause 11.1, 11.2 or 11.3 the total length of road to be upgraded will be in accordance with Table 6.0 and will be based on the development's increase in traffic generation (calculated based on the equivalent number of additional residential dwellings).

The requirement to upgrade a road is to address sub-standard attributes of the access road(s) associated with the development. The expected works as part of the upgrade shall be:

- Developments that create additional vehicle generation equivalent to 15 or less lot sub-division - road upgrades required by the developers shall only address the following attributes of unsealed roads:
 - Lack of gravel (maximum thickness to be added is 100mm – full width)
 - Road width
 - All other attributes (e.g. road geometry, creek crossings etc) shall be addressed by Council as per its capital works program and available funding.
- Developments that create additional vehicle generation equivalent to more than a 15 lot sub-division:

- o Road upgrades shall address all attributes associated with the road being sub-standard

The section of road to upgrade is to start from the nearest section of road that Council deems to meet the appropriate road standard or the end of the nearest section of road that has a current development consent condition to upgrade (i.e. avoids more than one development being conditioned to upgrade the same section of road). Irrespective of this, the minimum legal and physical access standards as specified in Clause 12 must be met to the property access.

Note – the section of road identified for upgrade maybe on a road which the development will utilise, which may not be the road the development is occurring on.

Table 6.0. Road Upgrade Requirements

Additional Traffic Generation	Length of sub-standard road to be upgraded per equivalent additional residential dwelling lot	
	Case 1 - Total Length of sub-standard road to 10 metres past the last property access of the subdivision is less than or equal to 300 metres for an unsealed road and 300 metres for a sealed road.	Case 2 - Total Length of sub-standard road to 10 metres past the last property access of the subdivision is greater than 300 metres.
Equivalent to 15 or less lot sub-division	100%	300m/additional lot created
Equivalent to more than 15 lot sub-division	100%	100%

Example 1 - a development at 1525 Smith Road (unsealed rural “access’ road that is substandard for its whole length from the intersection with Brown Street) that will result in additional traffic generation equivalent to two additional residential dwelling lots would be required to upgrade 2 times 300 metres of road i.e. 600 metres of road. This upgrade will start at the intersection of Brown and Smith Streets and continue for 600m towards the development site.

Example 2 - a development at 3525 Smith Road (unsealed rural “access’ road that is substandard for its whole length from the intersection with Brown Street) that will result in additional traffic generation equivalent to two additional residential dwelling lots would be required to upgrade 2 times 300 metres of road i.e. 600 metres of road. A previous 3 lot sub-division on Smith Street has already been conditioned to upgrade 600 metres of Smith Street from the intersection with Brown Street. The new upgrade will start at 600 metres from the intersection of Brown and Smith Streets and continue for 600 metres towards the development site.

Note – for developments that generate heavy vehicle movements the additional generation of standard vehicles and associated equivalent dwelling entitlement will be calculated in accordance with the methodology specified in Council’s S94 Heavy Haulage Contribution Plan and the associated ESA’s.

The standard for the upgrade is based on the existing road’s current road category i.e. prior to the construction of the new dwelling. The applicant will not be required to upgrade an existing road to that of a higher category, irrespective whether the additional traffic generation may trigger a higher road category, unless the development is a large development (generating more than the equivalent of 15 additional lots).

11.5 Road Upgrade Staging

Unless otherwise approved by the Director Engineering, all identified road upgrades, per Clause 11, are to occur prior to the issuing of the Sub-Division Certificate. If a development has staged approval then the amount of road upgrade associated with

the additional traffic generation for the stage shall be completed prior to the Sub-Division Certificate being issued for this stage.

For Example – A 6 lot sub-division, which has no existing dwelling and is located 3 km down a sub-standard unsealed road. 3.0 km of road upgrade has been required. The development has been approved with staging – 3 lots in stage 1 and 3 lots in stage 2. Prior to issuing the Sub-Division Certificate for Stage 1, 1.5km of road upgrade will be required and so on.

12. LEGAL & PHYSICAL/PRACTICAL ACCESS

Each separate property shall have legal and physical/practical access in accordance with clause 6.8 of the LEP. Exceptions may be applied to separate properties created with no dwelling entitlement for the purpose of transfer to adjacent land owners.

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

Physical/practical access will be deemed to be satisfied if the property directly accesses from:

- A public road with a sealed road formation where Council or the RMS is the road authority.
- A public road with a unsealed road formation, where Council is the road authority and the road satisfies at least Table 3 'access' category standards, or is to be upgraded in accordance with Clause 11, or is at least 3.5m wide with 100mm of approved road base. It should be noted that Council will not maintain roads that do not satisfy the requirements of Table 3.
- Any public road with an unsealed road formation where Council is not the road authority (e.g. Crown roads) and the road formation is at least 3.5m wide with 100 mm of approved road base. It should be noted that Council will not maintain nor accept transfer of such roads.
- Any other access as approved under the Road Standards Policy or as approved by the Director of Engineering.

13. VILLAGE LANEWAYS

Mid-block laneways in village areas are considered Public Roads under the Roads Act 1993 but will not be maintained by Council unless identified as a Council asset within Council's asset register.

Except as approved by the Director of Engineering, subdivisions will not normally be permitted where the primary access to any lot is proposed from a mid-block laneway. Any proposed dwelling or dual occupancy on an existing lot must also be accessed from the Council road network and not via a Laneway.

Secondary access from laneways is permitted for infrequent or periodic use to access the rear of properties.

14. 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.

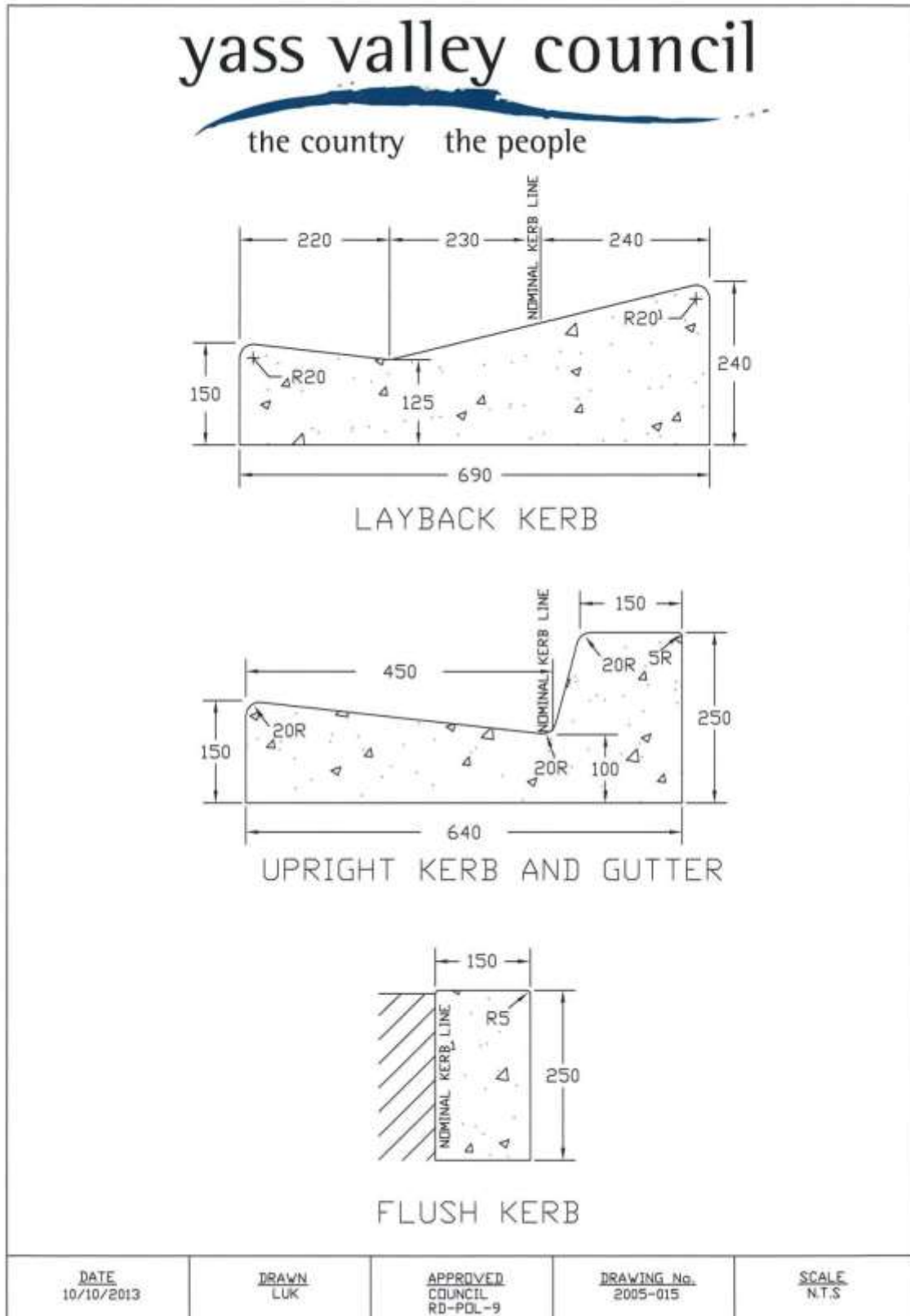
Any dual occupancy is therefore considered to create the same demands for access as an additional allotment with entitlement to erect a dwelling house. In practical terms, this means that dual occupancies are assessed similarly to subdivisions.

Dual occupancies where practicable are to be serviced by one common access to Council's road network

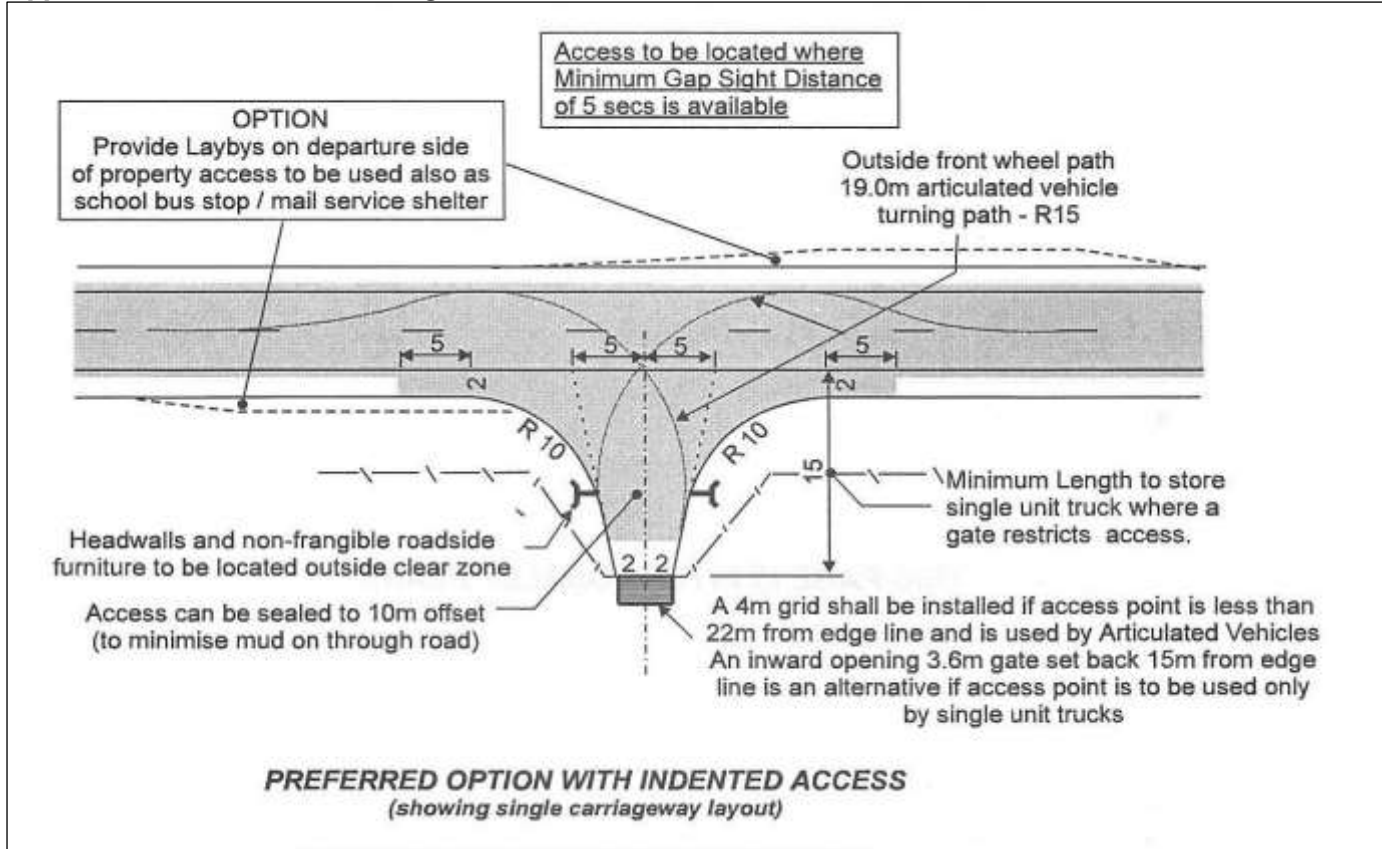
HISTORY

<i>Minute No</i>	<i>Date of Issue</i>	<i>Action</i>	<i>Author</i>	<i>Checked By</i>
78	27 March 2013	Adopted		Council Meeting
337	23 October 2013	Amended	Simon Cassidy	Council Meeting
411	18 December 2013	Adopted		Council Meeting
218	24 September 2014	Exhibition		Council Meeting
286	26 November 2014	Amended		Council Meeting
325	21 December 2016	Exhibition	Terry Cooper	Council Meeting
51	22 March 2017	Adopted	Terry Cooper	Council Meeting
	July 2017	Amended	Terry Cooper	
280	25 October 2017	Adopted	Terry Cooper	Council Meeting

Appendix A – Kerb Profiles



Appendix B - Rural Access and Right Hand Turn Treatment



RTA Rural Property Access – Layout 2(SU)

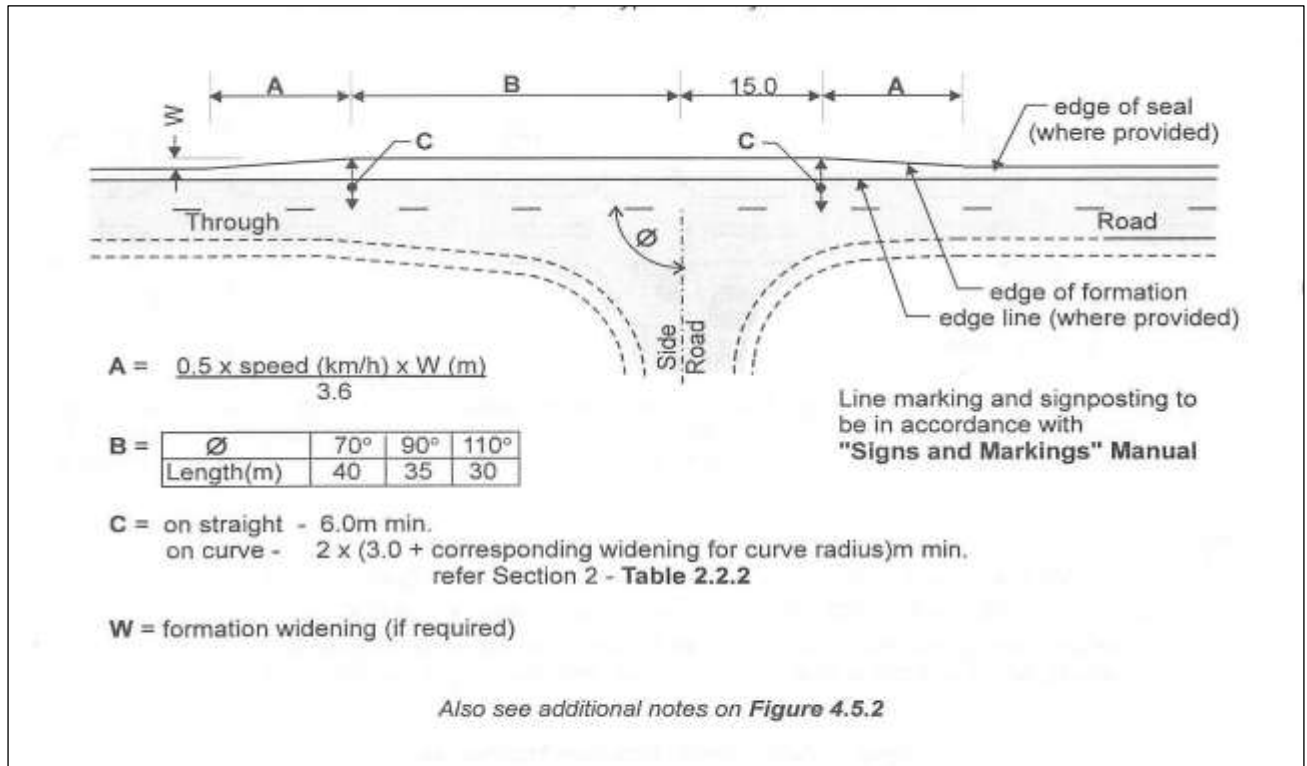
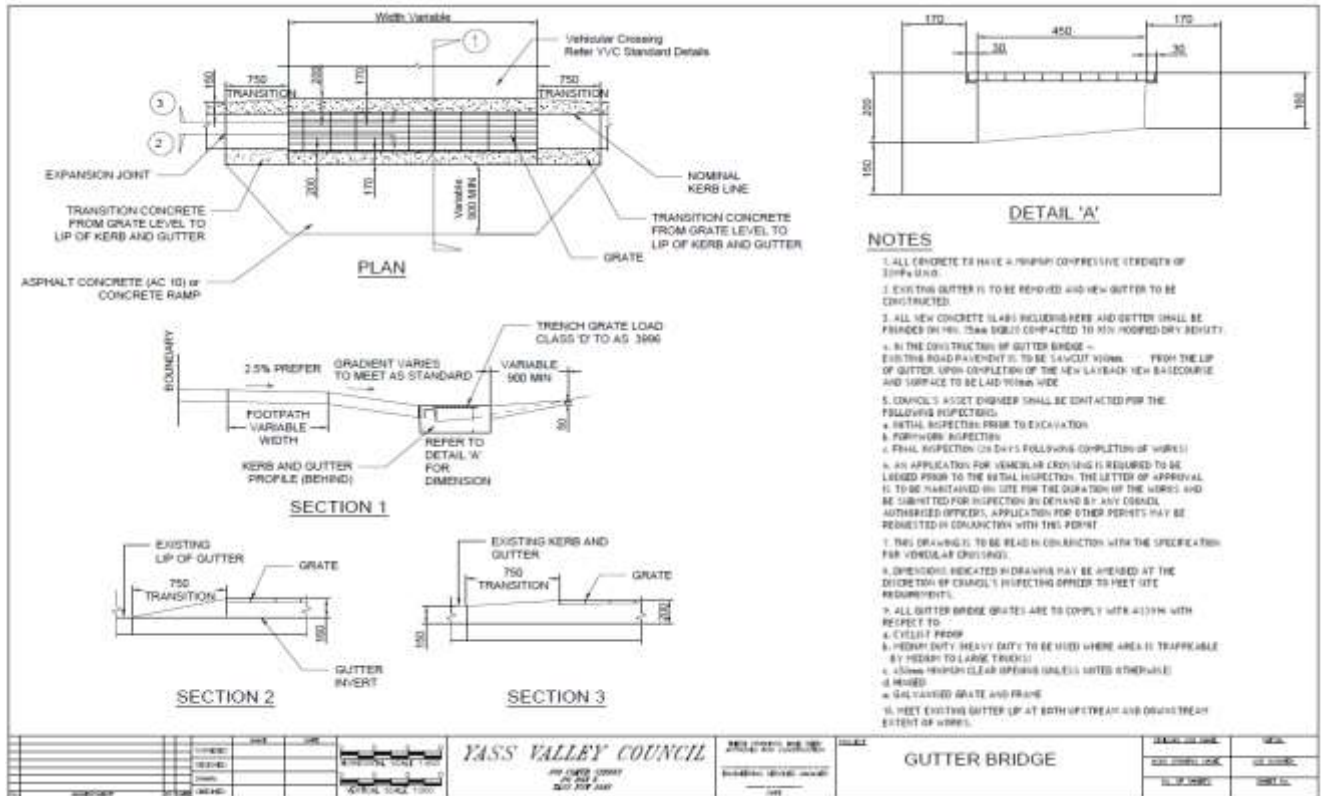


Figure 4.8.23 - Type "BAR" Right Turn Treatment on the Through Road

BAR Right Turn Treatment

Appendix C – Standard Gutter bridge



Appendix D – Road Base Specification

Sealed Roads

Roadbase shall be DGS20 or DGB20 and be as follows:

Grading - shall comply with the Crushed Rock requirement in the grading table below. Grading may also comply with RMS QA Specification 3051 – Granular Base and Subbase Materials for Surfaced Road Pavements.

Plastic Index - 2 to 6.

Liquid Limit (if material non-plastic) - max 23.

Plastic Limit (if material plastic) - max 20.

Where a subbase is part of the pavement design DGS40 may be used in the subbase.

Material grading should comply with RMS QA Specification 3051 - Granular Base and Subbase Materials for Surfaced Road Pavements.

Plastic Index - max 10.

Liquid Limit (if material non-plastic) - max 23.

Plastic Limit (if material plastic) - max 20.

Unsealed Roads

Roadbase shall be as follows:

Nominal Size – 20mm (use of a greater size up to 40mm subject to approval of the Director of Engineering).

Grading - shall comply with the Crushed Rock or Natural Gravel requirement in the grading table below.

Plastic Index - 6 to 9.

Liquid Limit - max 35.

Grading (% passing by mass)

Sieve Size (mm)	Crushed Rock	Natural Gravel
19	93 - 100	93 - 100
9.5	64 - 85	71 - 87
4.75	44 - 64	47 - 70
2.36	32 - 47	35 - 56
0.425	13 - 22	14 - 32
0.075	3 - 11	6 - 20