

LOCAL PLANNING POLICY

LPP15: ROAD & SUBDIVISION REQUIREMENTS IN THE RURAL RESIDENTIAL ZONE

<i>Responsible Department</i>	Development Services
<i>Resolution Number</i>	C.2949
<i>Resolution Date</i>	15/02/2017
<i>Next Scheduled Review</i>	2021
<i>Related Shire Documents</i>	Local Planning Scheme No. 6
<i>Related Legislation</i>	Planning and Development Act 2005 Planning and Development (Local Planning Schemes) Regulations 2015

OBJECTIVES

The primary objectives of this Policy are to:

- (a) To provide a safe, efficient and effective road system for Rural Residential subdivisions;
- (b) To facilitate the upgrading of existing Rural Residential roads to preferred widths, alignments and standards of construction;
- (c) To enable the protection of remnant roadside vegetation and the provision of roadside landscaping treatments;
- (d) To create a visually appealing streetscape for Rural Residential subdivisions;
- (e) To provide sufficient road reserve width to accommodate all required public utilities required as part of a Rural Residential subdivision; and
- (f) To provide a rational and consistent basis for the construction of Rural Residential roads and any financial contributions required for such construction.

DEFINITIONS

The following are definitions that may be used as part of this policy in addition to the definitions included in Local Planning Scheme No 6:

“**Consulting Engineer**” or “**Consultant**” means the Engineer appointed by the subdivider to design, document and supervise construction of the works.

“**Council**” means the Council of the Shire of Northam (Local Government Act 1995)

“**Council’s Engineer**” or “**Engineer**” means the Shire Engineer or firm of Consulting Engineers, or their representatives, appointed by Council from time to time to act on its behalf.

“**Developer**” has the same meaning as owner.

“**Highway**” means Great Eastern Highway within the Shire.

“**Executive Manager Engineering Services**” means the person appointed by the Shire of Northam to that position or his nominated representative.

“**Major Road**” means those roads as shown on the Scheme Map and Legend thereto.

“**Road**” means the road reserve, inclusive of pavement, shoulders, drains, bridges, fords and verges.

“**Subdivider**” has the same meaning as owner.

“**Street**” shall have the same meaning as the definition of the term contained in the Local Government Act 1995 which reads:

“Street” includes a highway and a thoroughfare which the public are allowed to use and includes every part of the highway or thoroughfare, and other things including bridges and culverts, appurtenant to it.”

STATUTORY POWERS

Authority to prepare and adopt a Local Planning Policy

Schedule 2, Part 2, clause 3(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) allows Council to prepare a Local Planning Policy in respect of any matter related to the planning and development of the Shire’s Local Planning Scheme No.6 (the Scheme) area.

This policy will be made effective once Council has completed the process stipulated in clause 4(1) up to and including clause 4(4) of the Regulations.

Relationship of this Policy to the Scheme

If a provision of this Policy is inconsistent with the Scheme, the Scheme prevails. This Local Planning Policy is not part of the Scheme and does not bind Council in respect of any application for development approval. However, Council

shall have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.

This Local Planning Policy is made pursuant to clause 2.2 of the Shire's Scheme.

POLICY STATEMENT

1. Road Reserve Widths & Pavement

- 1.1 Rural Residential pavements shall be subject to a seal width of 6.2 metres with 1.5 metre road shoulders on a 20 metre road reserve (Local Access Road) and a seal width of 7.2 metres with 1.5 metre shoulders on a 30 metre road reserve (Local Distributor) and have constructed embayments required for any public transport stops, stipulated by the Shire of Northam.
- 1.2 All road reserve widths are subject to the lands topography, the existing and proposed vegetation and site specific analysis to ensure the road reserve width proposed is sufficient and able to incorporate drainage infrastructure.
- 1.3 Verges shall have sufficient width for the provision of trunk and reticulation services and property connections, and shall be a minimum width of 5.0m unless noted otherwise.
- 1.4 Any Geotechnical Report must include any existing and/or proposed service locations to verge/reserves including depth and orientation.
- 1.5 Where roadside drainage, by nature of contour, flows at a rate exceeding 1 metre per second in an unlined drain or 2 metres per second in a lined drain, a Shire approved treatment is to be employed to restrict flows to below these limits.

2. Road Design

- 2.1 Rural Residential roads should generally be designed in accordance with relevant Austroads (NAASRA) and ARRB guidelines and publications which include:
 - (a) Guide to Traffic Engineering Practice – Parts 1 to 14 (Austroads);
 - (b) Turning Path Templates (Austroads, 1995);
 - (c) Sealed Local Roads Manual (ARRB);
 - (d) Rural Road Design – Guide to the Geometric Design of Rural Roads (Austroads, 1989);
 - (e) Policy for Installations of Public Utility Authorities within the Road Reserve;
 - (f) Pavement Design – A guide to the Structural Design of Road Pavements (Austroads 1995); and
 - (g) Street (Road) Lighting Code AS 1158

- 2.2 Other aspects to be considered include the design of roads to minimise environmental impacts, designing road grades as close to existing contours as practicable and the provision of adequate lot access
- 2.3 The minimum design speed for access roads shall be 60km/h, collector roads 70 km/h and arterial roads 90km/h.
- 2.4 Road signage denoting aspects of road design are to be incorporated where applicable to indicate changes in road alignments or junctions eg: "T", "Floodways", "S" for sharp turns, "Crest", Street Names, "No Through Road" for cul-de-sac configuration etc.
- 2.5 The preliminary design and final design drawings for all Rural Residential roads must be prepared by a qualified Civil Engineer or suitably qualified or experienced person (as approved by the Manager Engineering Services). Design drawings and specifications should be to the extent and in accordance with that recommended in Council's adopted Policies:
 - (a) General Engineering Requirements for Subdivisions; and
 - (b) Technical Specifications for Construction of Roads and Drainage.
3. Road Access
 - 3.1 Every Rural Residential lot is entitled to one access where it adjoins a public road, provided that:
 - (a) access is to be located considering vehicular safety factors, to the satisfaction of the Shire;
 - (b) access to Great Eastern Highway is to be to the satisfaction of Main Roads Western Australia;
 - (c) where the property has two road frontages, access is to be to the road of lesser importance as determined by the Council's Engineer; and
 - (d) only one access to each property is permitted unless otherwise approved by the Shire.
 - 3.2 Rural Residential roads shall be designed to enable access to lots at an absolute maximum grade of 16%.
 - 3.3 All crossovers to Rural Residential lots are to be constructed in accordance with the Shire's specifications. It is recommended that contact be made with the Shire in respect to crossover design and construction standards and requirements.
4. Road Upgrading Conditions
 - 4.1 Council may request contributions for construction to upgrade existing roads as a condition of approval of adjoining applications for:
 - (a) subdivisions, when any additional lots are created; and
 - (b) development, other than single dwellings and outbuildings.

4.2 If the proposed Rural Residential subdivision is located some distance along an unsealed road, the developer will be required to contribute to connect the road construction to a sealed road in the immediate locality including services and drainage.

5. Construction Standards

5.1 All construction works shall be carried out in accordance with the approved engineering drawings and specifications and shall be subject to inspection at various stages of the works by the Council's Engineer. Final approval of the road works shall only be given when the whole of the works have been constructed to the true meaning and intent of the approved engineering drawings and specifications and to the satisfaction of the Council's Engineer.

5.1.1 *Clearing & Stripping*

(a) The clearing and stripping of land for Rural Residential roads shall only be to the minimum extents necessary to accommodate the proposed road works and public utility services. Any excessive clearing beyond the necessary limits shall be rehabilitated at the Subdivider's expense.

(b) Adequate precautions must be taken to ensure that no damage occurs to trees, vegetation, fences, services and other installations outside the designated areas of the road works. Any survey pegs or marks which are disturbed shall be reinstated by a licensed land surveyor at the Subdivider's cost.

5.1.2 *Earthworks*

(a) Earthworks shall be performed in a safe manner at all times. No material shall be obtained from borrow pits within road reserves and no surplus material shall be disposed of in road reserves.

(b) All fill used in earthworks shall be clean, granular material obtained from general and road works excavations and shall not be contaminated with roots or other impurities. The fill shall be placed in even layers not greater than 300mm thick and each layer shall be compacted to at least 93% of the modified maximum dry density (MMDD) of the material.

(c) Traffic control devices, signposts, guide posts, street nameplates, guide signs and warning signs shall be provided by the subdivider in accordance with AS 1742 to the satisfaction of the Council's Engineer.

(d) The Shire Engineer and/or the Manager Engineering Services will direct all notices, requests, instructions and approvals to the Consulting Engineer, except in urgent circumstances when they may be given directly to other parties involved in the subdivision.

5.1.3 *Geotechnical Report*

5.1.4 Geotechnical Report

(a) A geotechnical report is required to determine “best practice” for aspects of subdivision drainage plans and outcomes. Rural Residential drainage design is the responsibility of the developer and must be designed and constructed in an accepted engineering manner with Shire approved outcomes. A geotechnical report should be considered prior to preparation of subdivision engineering drawings.

5.1.5 Street Lighting

(a) Street Lighting is a requirement at intersections, roundabouts and cul-de-sac heads. A street lighting design plan is required to comply with:

- AS 1158.3.1 - 1999 pedestrians or later editions; and/or
 - AS 1158.2.1 - 1999 traffic or later editions;
- and is required as part of subdivision submission.