Item 10: Operations

10.1 Rural Road Standards for Subdivision

REPORT BY THE DIRECTOR OPERATIONS
TO 17 JUNE 2020 ORDINARY MEETING
GOV400087, ROA100082

RECOMMENDATION

That Council:

1. receive the report by the Director Operations on the Rural Road Standards for Subdivisions; and

2. approve the standards as set out in the body of the report to be included in the next update of the Development Control Plan

Executive summary

This report makes recommendations regarding the appropriate road standards for rural subdivisions. The standards will be included in the next update of Council’s Development Control Plan.

Disclosure of Interest

Nil

Detailed report

Council has previously resolved staff review the current road standards for subdivisions and a report be brought back to Council for consideration.

The current urban road standards as set out in Council’s Development Control Plan are working satisfactorily. Therefore there is no proposal to change them at this time.

This report will focus on road standards for subdivision and development in the rural area. Currently the standards required for rural road development are not well defined. In the past there have been instances of developers taking Council to the Land and Environment Court regarding development conditions for road standards.

It is recommended Council adopt recognised Industry Standards to set our road standards. These are standards developed by recognised industry experts. They are widely used throughout the Local Government industry and should be recognised by independent parties such as the Land and Environment Court. Also as they are updated in the future Council will keep up to date with relatively minor administrative amendments.

The industry guides recommended for reference are;

It is proposed the following principles be adopted;

- Traffic volumes (vehicles per day) post development determine the standard of road required. Therefore the existing traffic volume plus the forecast traffic from the development will determine the required standard.

- All roads with traffic volumes greater than 150 vehicles/day will be required to be brought up to a sealed road standard.

- New rural subdivisions be appropriately connected to the existing road network;
  i. All roads within a rural subdivision are to be sealed or connected to the sealed road network if the proposed lots are less than 500 metres from the sealed road network.
  ii. Road upgrades should extend from the new subdivision to a point where the existing road network is satisfactory
  iii. Alternative to i. and ii. above a Traffic Report is required to be submitted and must be prepared by a suitably qualified person, detailing, but not necessarily limited to:
    o the types and numbers of traffic to be generated by the proposal;
    o details of the existing condition, widths, depths of pavement and its suitability or otherwise for the carriage of transport to be associated with the land use;
    o proposed upgrading to be undertaken by the applicant

- Council will then assess the suitability of the proposed upgrade work for approval.

- The following road width and alignment standards be adopted

<table>
<thead>
<tr>
<th>Average Daily Traffic</th>
<th>Width</th>
<th>Hierarchy</th>
<th>Alignment (horizontal &amp; Vertical alignment)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;1000</td>
<td>Min 9m Seal / 11m carriageway</td>
<td>Arterial</td>
<td>Refer to Austroads or RMS standard for classified roads</td>
</tr>
<tr>
<td>500-999</td>
<td>8m seal / 10m carriageway</td>
<td>Sub- Arterial</td>
<td>Refer to Austroads</td>
</tr>
<tr>
<td>150-499</td>
<td>7.2m seal / 9.2m carriageway</td>
<td>Collector</td>
<td>Refer to Austroads</td>
</tr>
<tr>
<td>50-149</td>
<td>7.0 m gravel carriageway</td>
<td>Local</td>
<td>Refer to ARRB Unsealed Roads Manual</td>
</tr>
<tr>
<td>10 - 49</td>
<td>4.0 - 6.0m gravel carriageway</td>
<td>Refer to ARRB Unsealed Roads Manual</td>
<td></td>
</tr>
<tr>
<td>&lt;10</td>
<td>Min 3.0m gravel carriageway</td>
<td>Refer to ARRB Unsealed Roads Manual</td>
<td></td>
</tr>
</tbody>
</table>
Terminology – Sealed and Carriageway Width

![Diagram showing elements of cross-sections](image)

**Community Plan implications**

<table>
<thead>
<tr>
<th>Theme</th>
<th>Connecting Our Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal</td>
<td>High quality road network that is safe and efficient</td>
</tr>
<tr>
<td>Strategy</td>
<td>Provide traffic management solutions that promote safer local roads and minimise traffic congestion</td>
</tr>
</tbody>
</table>

**Strategic implications**

- **Council Strategies**
  - Community Plan

- **Council Policies**
  - Development Control Plan

- **Legislation**
Financial implications

Not applicable

Associated Risks

If the correct road standards are not implemented at the time of development the broader community will need to fund improvements in the future.

GARRY HEMSWORTH
DIRECTOR OPERATIONS

3 June 2020

Attachments:  Nil

APPROVED FOR SUBMISSION:

BRAD CAM
GENERAL MANAGER