

## 9. WORKS AND SERVICES POLICIES

### 9.1 TECHNICAL SERVICES

#### 9.1.10 Engineering Construction Standards For Planning Applications

#### Background & Issues

To ensure that all planning applications for development is subject to a minimum set of basic standards for vehicle parking, drainage and road reserve development.

#### Objectives

1. To ensure that the quality and standard of developments in the Shire are kept to a level to ensure the maximum benefit to both Council assets and adjacent properties.
2. To ensure that sub-standard property development does not occur and all applications are treated fairly and equally.
3. To ensure that development costs are kept to a minimum to assist property owners, but not allow unregulated development.
4. As part of Policy 9.1.21 Road Traffic Safety the Shire has a responsibility to provide a Road Safety Management System.
5. That the engineering standards for each development be based on the following–

<b>Requirement</b>	<b>Application - Townsite</b>	<b>Application – Rural</b>
Vehicle / Parking Areas**	All Zones - Required bays for visitors, staff and customers to be sealed (bitumen, concrete or brick paved) kerbed, including manoeuvring areas, and line marked (as per appendix 1).	Required bays for visitors, staff and customers to be gravel (shale or road base) finish, including manoeuvring areas.
Storage / General Use Areas	General Industry – Sealed surface such as road base, shale or gravel construction. This does not include entrance roads. Other Zones – As per vehicle parking areas above.	Unsealed surface such as road base, shale or gravel construction.
Verge Parking	All Zones – Where allowed, verge parking will consist of sealed, (bitumen), kerbed, line marked and sign posted area.	Not Allowable.
Crossovers	All Zones – As per Council specification for urban areas (bitumen, concrete or brick paved).	As per Council specification for rural areas (bitumen when abutting a bitumen road or gravel where abutting a gravel road). Either option may include the need to install a stormwater pipe under the crossover for the table drain.

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<b>Requirement</b>	<b>Application - Townsite</b>	<b>Application – Rural</b>
Drainage	All Zones – All stormwater drainage is to be connected to a “legal point of discharge” via lot connections as directed by the Manager Technical Services.	Drainage must be dealt with on site including retention and management to prevent erosion. With approval from the Manager Technical Services stormwater runoff may be directed into Council’s roadside stormwater drains.
Shared paths	All Zones - Where a new development has an existing slab path adjacent to the development the proponent will be required to upgrade the path to the appropriate standard (2-2.5m wide in either concrete or asphalt as per Council’s shared path specification). All Zones – Where a business is expected to generate pedestrian traffic, Council will require a pedestrian link within the road verge to adjacent shared paths, constructed to the appropriate standard (2-2.5m wide in either concrete or brick paving as per Council shared path specification) including kerb ramps to the satisfaction of Manager of Parks.	Not applicable except where a rural development abuts the townsite where there may be a requirement for a shared path and this will be assessed on an as needed basis.

\*\*The number of parking bays required is determined from the current Town Planning Scheme and depends on the type of development.

Specific design and construction requirements will be assessed on an individual basis due to varying conditions and situations, but should be based on the minimum standards as per Appendix 1.

#### Administration

Responsibility for implementing this policy is delegated to the Manager Technical Services.

#### Adoption and Date Due for Revision

**ADOPTED 28 AUGUST 2003**  
**REVIEWED 24 APRIL 2014**  
**REVIEWED 26 JULY 2018**  
**REVIEWED 28 JULY 2022**

**NEXT DUE FOR REVIEW JULY 2026**

**The Administration of this Policy is by the Works & Services Directorate**

**APPENDIX 1**

**MINIMUM DESIGN / CONSTRUCTION STANDARDS FOR PLANNING  
APPLICATIONS**

**CARPARKING / GENERAL USE AREAS**

**Minimum Standard – Urban**

The area allocated for the parking of vehicles, together with any associated access lanes and maneuvering areas, as delineated on the Approved Plan shall consist of:

- i. A leveled, rolled and compacted base;
- ii. A minimum of 150mm, compacted, approved base course material such as gravel, road base, limestone or shale;
- iii. 25mm asphalt seal;
- iv. Barrier kerb, 150mm high.

**Minimum Standard – Rural**

The area allocated for the parking of vehicles, together with any associated access lanes and manoeuvring areas, as delineated on the Approved Plan shall consist of:

- i. A leveled, rolled and compacted base;
- ii. A minimum of 150mm, compacted, approved base course material such as gravel, road base, limestone or shale.

**General Industry**

Car parking and associated areas construction as per Minimum Standard – Urban above.

Manoeuvring and general use areas are to consist of the following;

- i. A leveled, rolled and compacted base;
- ii. A minimum of 200mm, compacted, approved base course material such as gravel, road base, limestone or shale.

**Verge Parking**

The area allocated for the parking of vehicles, as delineated on the Approved Plan shall consist of:

- i. A leveled, rolled and compacted base;
- ii. A minimum of 150mm, compacted, approved base course material such as gravel, road base, limestone or shale;

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- iii. 25mm asphalt seal;
- iv. Barrier kerb, 150mm high.

### CROSSOVERS

#### Minimum Standard – Urban

Crossovers are to be constructed as follows:

- i. Width
  - Minimum 3m for a one-way system
  - Minimum 6m for a two-way system.
- ii. Depth
  - Concrete - 100mm for crossovers to a car parking area and 150mm, including F62 mesh, for commercial crossovers with vehicles larger than a standard car;
  - Brickpaving – 65mm pavers on a 120mm compacted sand and gravel base;
  - Bitumen – 2 coat 7/10mm seal or 25mm asphalt on a 150mm compacted gravel base.

More detailed information is available in Council's Standard Specification for Guidance in the Design and Construction of Urban Crossovers.

#### Minimum Standard – Rural

Crossovers are to be constructed as follows:

- i. Width
  - Minimum 4m for a one-way system and minimum 6m for a two-way system;
- ii. Depth
  - Bitumen – 2 coat 7/10mm seal on a 150mm compacted gravel base where the crossover abuts a bitumen road;
  - Gravel - 150mm compacted gravel base where the crossover abuts a gravel road.

More detailed information is available in Council's Standard Specification for Guidance in the Design and Construction of Rural Crossovers.



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### **DRAINAGE**

#### **Minimum Standard – Urban**

Properties may, in some instances, connect to any existing Council drainage system, to Council's Standards and at the Developer's cost. If major additional water volumes are connected to a local drainage system due to a new development, the Developer will pay the upgrading of the drainage system to carry such volumes. Any drainage lines under Council's control, through a private development will require the Developer to create an easement, in Council's name, at no cost to Council.

Where a piped underground drainage system is adjacent to a development, all stormwater may be directed to this system on approval of Manager of Technical Services.

All internal stormwater runoff calculations will be supplied to the Manager Technical Services to assess, approve and determine if any upgrades are required to the existing drainage line due to the increase in volume.

Due to varying conditions each application will be assessed on its merits and the Manager Technical Services will determine the "legal point of discharge" that best services both the Developer's and Council's needs.

### **SHARED PATHS**

Shared paths / dual use paths are to be constructed in the following manner:

#### **Concrete**

100mm deep, 32mpa concrete, to a width of 2-2.5m;

#### **Asphalt**

Red