



POLICY NO	CP/OPS 3655	
POLICY	Road Development	
RESPONSIBLE DIRECTORATE	Infrastructure	
RESPONSIBLE OFFICER	Director Infrastructure	
COUNCIL ADOPTION	Date: 20/07/2004	Resolution No: 6795
REVIEWED/MODIFIED	Date: 26/04/2016	Resolution No: 11334
	Date:	Resolution No:
REVIEW DUE	Date: X October March 2018 De	
LEGISLATION	Local Government Act 1995, Section 3.1 Local Government (Uniform Local Provisions) Regulations 1996 Sections 15(1) and 15(2)	
RELATED POLICIES	CP/FIN-3216 Asset Management	
RELATED ORGANISATIONAL DIRECTIVES	Technical Specification TS/OPS – 4647 Road and Drainage Construction	

Formatted: Highlight

PURPOSE:

The primary objectives are to:

- (a) Provide a safe, efficient and effective road system for the Shire;
- (b) Facilitate the upgrading of existing roads to standardised widths, alignments and standards of construction;
- (c) Provide sufficient road reserve width to accommodate all required public utilities required now and into the future as part of a Road Construction; and
- (d) Provide a rational and consistent basis for the construction of roads and any financial contributions required for such construction.

DEFINITIONS:

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

“**Shire**” means the Shire of Wyndham East Kimberley

The meaning of all the other terms not specifically defined in this policy shall be the Same as the definitions contained in the Local Government Act 1995.

POLICY STATEMENTS:

Urban road design shall accord with the Western Australian Planning Commission (WAPC) Livable Neighbourhoods operational policy that was developed specifically to guide planning for subdivision of Greenfield and large urban infill sites. The WAPC Livable Neighbourhoods operational policy – was developed in Perth and is acknowledged as Perth-centric. For this reason some modification of the policy has been made to suit the Shire of Wyndham East

Kimberley. The following minimums shall apply to the construction or reconstruction of roads associated with new developments in addition to the WAPC Livable Neighbourhoods operational policy;

Urban Residential Connectors

These are defined in the Liveable Neighbourhoods Guide as *Neighbourhood Connectors*.

- Neighbourhood Connector pavements shall be sealed with a minimum width of 11.6 metres between kerbs within a minimum 21.6 metre wide road reserve.
- The diameter between kerbs for a cul-de-sac shall be a minimum of 18.0 metres. ("T" turning heads are not acceptable)
- Concrete Shared path on at least one side of the road shall connect to existing footpaths.

Urban Residential Access Streets

These are defined in the Liveable Neighbourhoods Guide as *Access Streets and Laneway/Service Lane*.

- *Urban Access Streets and Laneway/Service Lane* pavements shall be sealed with a minimum width of 7.2 metres between kerbs within a minimum 20 metre wide road reserve.
- The diameter between kerbs for a cul-de-sac shall be a minimum of 18.0 metres. ("T" turning heads are not acceptable)
- Concrete footpath on at least one side of the road shall connect to existing footpaths.

Industrial, Commercial and Thoroughfares

- Pavements shall be subject to a minimum seal width of 7.2 metres between kerbs within a minimum 20 metre wide road reserve.
- Concrete footpaths on at least one side of the road to connect to existing footpaths.

Rural Residential

- Pavements shall be subject to a minimum seal width of 7.2 metres with 1.0 metre shoulders within a minimum 20 metre wide road reserve.
- Unsealed gravel footpath to one side of the road to connect to existing footpaths where possible.

Gravel Roads

- 9.2 metre gravel formation with a minimum 7.2 metre wide running surface and 1.0 m shoulders within a minimum 20 metre wide road reserve.

Road Upgrading

The Shire may request contributions from developers 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.

If the proposed subdivision or development is located on an unsealed road, Council may determine that the developer shall contribute towards road construction or upgrade to connect

the development to the nearest sealed road the upgrade may include including services and drainage.

Construction Standards

All construction works shall be carried out in accordance with the approved engineering Drawings and specifications to the complete satisfaction of the CEO and in accordance with current, accepted engineering practice. Refer to the Shire's Technical Specification 4647 TS-OPS 3655 Road and Drainage Construction.

EXPLANATORY NOTES:

The Road Construction Specification Policy is intended to give firm direction for construction standards.

APPLICATION/S:

This policy applies to all Shire managed property within the Shire of Wyndham East Kimberley.

RISK:

Risk: Failure to comply with legislative requirements leading to damage of reputation and/or financial loss.

Control: Implementation, review policies and procedures in accordance with review schedule.

Risk: Inability to deliver consistent levels of service expected by the community.

Control: Implementation, review policies and procedures in accordance with review schedule..