

	LAND DEVELOPMENT POLICY	Version No:	2.1
		Issued:	October 2015
		Next Review:	July 2019

Aims & Objectives

This Policy compliments and should be read in conjunction with the District Council of Franklin Harbour Development Plan.

Road assets and other associated infrastructure that are constructed during property Development projects ultimately become the responsibility of the District Council of Franklin Harbour (hereinafter called *Council*) to maintain and replace. In the Community's best interest, it is critical that certain minimum standards are established by *Council* prior to Development approval to ensure that these assets (or lack of) do not become a costly burden to ratepayers once the allotments that are created are sold on to individual landowners for residential (or other) use.

This Policy has been developed to provide staff, Elected Members and Developers with a guide as to what *Council* requires to fully assess applications when Development is being planned and also the minimum standards of infrastructure provision and construction that must be supplied at completion of works before handover to *Council*.

The following sets out *Council's* MINIMUM STANDARD REQUIREMENTS that are the responsibility of the Developer to establish.

1. **New Roads within and Existing Roads adjacent to the Development – A** Land Division that involves the development of a new site which is not an in-fill within an established residential area must have established road reserves with a minimum width of 15m. These will include a formed and bitumen sealed carriageway surface of 9.5m wide (min). Existing roads adjacent to the proposed development must also be formed and sealed to this minimum standard.

Where the upgrade of existing public roads and associated infrastructure adjacent to or outside a Development area is necessary, an Infrastructure Agreement must be executed between *Council* and the Developer. The Infrastructure Agreement is required to detail the scope, timing of works and cost sharing (if applicable). It may also stipulate the need for a bond or security in favour of *Council* should the Developer default on the terms of the Infrastructure Agreement.

The following standard requirement for Residential Road Design and Construction is:

- 1.1 Sub-base depth of 200mm.
- 1.2 Base course depth of 150mm (PM 21 or other depending on availability).
- 1.3 Compaction: (sub-base) 95% Standard A.S.S.H.O

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Compaction: (base course) 95% Modified A.S.S.H.O

1.4 Cross fall of 3%

1.5 Seal design minimums: 14/7 @ 2.1 L/m²* 2 coat Hot Bitumen sprayed seal (roads), 10/5 @ 1.7 L/m²* High Bitumen Content Emulsion sprayed seal (other areas, parking etc.). Laboratory test reports for construction materials are required.

*Actual Spray rates are to be determined by site conditions and materials used in accordance with Australian Asphalt Pavements Association (AAPA) design guidelines.

1.6 Road geometry in accordance with current Austroads Guidelines.

1.7 Road design drawings are to be provided for approval detailing:
Long sections, Cross Sections. Curb returns, Vertical and horizontal curves.

1.8 Roads in Rural areas - Land Division which results in un-opened road reserves becoming the legal access to the allotments created, must have the road reserve adequately developed to form a consolidated open surface road of a minimum width of eight (8) metres constructed entirely within the road reserve (depending on the classification assigned to the road and rubble sheeting. Six (6) meters wide may be appropriate in some instances).

1.9 Roads in Industrial or Commercial areas – shall be designed according to predicted use, and in accordance with Australian Asphalt Pavements Association AAPA guidelines.

2. Stormwater Infrastructure - The Developer will be required to meet all costs associated with stormwater drainage infrastructure both from and within the Development area. **Minimum** Hydraulic Design Criteria are as follows:

2.1 Minor drainage design storm event: 1 in 5 year average recurrence interval (ARI).

2.2 Minimum grade on storm water drainage of 1.8%.

2.3 Minimum pipe size: 375mm diameter. All pipes to be minimum SRC Class 2 concrete pipes.

2.4 100 year ARI flows to be contained within the road reserves/drainage reserves.

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- 2.5 A hydrology analysis and hydraulic calculations including a hydraulic impact statement considering the effect of 1 in 100 ARI events on properties within the Development and in the downstream discharge path of the Development area will be required to be provided by an appropriately qualified Civil Engineer.
- 2.6 Stormwater flows will be based on the assumption that each new dwelling in a residential development is should be connected to a rainwater tank with a minimum capacity of of at least 10,000 litres capacity and that is connected to a laundry/toilet as a minimum.
- 2.7 Water Sensitive Urban Design (WSUD) measures shallto be provided that achieve water quality improvement performance of 80% suspended solids and 45% phosphorus and nitrogen.
- 3. Kerb and Watertable** - All roads within the development shall have kerb and watertable of standard mountable (rollover) design on both sides of the road pavement, unless otherwise agreed to by *Council*. Where existing roads adjacent to a development are affected, these shall require the establishment of kerb and watertable on the road on the side of the development only.
- Kerb and Watertable design specifications are as follows;
- 3.1 Watertable cross fall from edge of carriageway (EOC): 5%
- 3.2 Overall width 500mm, minimum depth at EOC 170mm, Height from watertable to back of kerb: 150mm
- 3.3 Concrete grade 25mpa.
- 4. Footpaths** - All roads within the Development are to have footpaths constructed on both sides of the road pavement. Where existing roads adjacent to a development are affected, these shall have footpaths constructed on the side of the development only.
- Footpath design specifications are as follows:
- 4.1 Minimum width - 2.25m with a minimum paved section of 1.2m width.
- 4.2 **Paving shall be** limited to paving blocks, paving bricks concrete or hot mix asphalt. The remainder is to be covered with compacted quarry fines from property boundary to the back of kerb.
- 4.3 All kerb ramps shall be constructed in accordance with Australian Standard AS1428.

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4.4 Maximum cross fall of 1:40 or 2.5% in accordance with Australian Standard AS 1428.1 shall be achieved.

4.5 Minimum base course depth 150mm (PM 21 or other depending on availability).

4.6 Compaction: (base course) 95% Modified A.S.S.H.O

5. Community Waste Water Management Scheme (CWMS) – The defined CWMS collection area is all land currently zoned residential on Zone Map FrH/15 (Franklin Harbour Development Plan, April 2015). All allotments created within the defined Cowell CWMS area must be connected to Council's CWMS.

5.1 Where a land division results in the requirement to extend Council's CWMS, an Infrastructure Agreement shall be executed between Council and the Developer. The Infrastructure Agreement will detail the scope, timing of works and cost sharing (if applicable). It may also require a bond or security in favour of Council should the Developer default on the terms of the Infrastructure Agreement. Augmentation Charges for future upgrades of CWMS infrastructure will be required for each additional connection as set out in Council's Schedule of Fees and Charges.

5.2 The Developer will be required to provide an additional connection point, including mains extensions and pumping stations if necessary, for each additional allotment created.

5.3 Where the Developer wishes to create a green-fields land division, the Developer will be required to provide a preliminary plan of a proposed CWMS drain layout and possible pump stations for that division for Council consideration and approval.

5.4 Design of CWMS must be compliant with the Water Services Association of Australia (WSAA) Code and relevant Local Government Association (LGA) CWMS standards. All pumping stations and associated equipment shall be consistent with Council's existing network.

5.5 All CWMS Infrastructure shall be tested to Council's satisfaction prior to commissioning. Council.

6. Native Vegetation - Where any new or existing road reserve contains stands of any vegetation (native or other) the Developer is responsible for all costs relating to any application for approval to remove the Native Vegetation, any required revegetation programme and or the removal and disposal of all

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vegetation, to the satisfaction of the Native Vegetation *Council*.

7. Other Services -

7.1 The Developer shall be required to provide electricity, water and telephone services to all allotments in accordance with plans and augments with other relevant authorities and be responsible for all costs associated with all relevant augmentation services.

7.2 The Developer shall ensure that all services are placed under ground in common trenches unless the *Council* agrees that the physical and environmental condition of the area concerned is of such a nature that the under grounding of all services would prove to be cost prohibitive.

8. Plans

8.1 The Developer shall provide “As Constructed Plans” in .dwg .pdf and hardcopy formats of all infrastructure installed in or over road reserves created and provide any other relevant documentation, warranties, test results, certificates etc. associated with the works prior to final certification of the Development for the purposes of Section 51 Clearance release of titles.

Adopted by Council	August 2015
Reviewed and Updated	14 October 2015

SIGNED:
	Responsible Officer
	Date: ____ / ____ / ____