REGIONAL COUNCIL OF GOYDER

GOYDER South Australia's Heartland	***Roads and Works***	**Department**	I&T
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		Responsibility:	DOITS

1. ACCESS / DRIVEWAYS

Property Access
This policy is based on Council providing one entry point from a road or a property. Several allotments operated as a whole would therefore be eligible for one free access point. Any extra points require the owner/occupier to contribute toward the costs.

Definitions
Driveway means an all weather access across a water table and may include pipes or culverts. Crossover is the area between the driveway and the property boundary and may include a made footpath.

Driveway Entrances - Townships
Council will provide one entrance per assessment. Where a whole allotment adjoins a property which is owned/occupied by the same person or group of persons the provision of any further entrance will be at the discretion of Council. If consented to Council will meet half of the costs of the works up to $500.

Driveway Entrances - Rural
Council will provide one access per property operated as one enterprise. Where any further entrance is requested and deemed necessary, then the Council will pay half of the cost up to $500.

Crossovers
Crossovers will be provided by Council at the cost of the owner. Otherwise a crossover can be provided by the owner or the owner's contractor subject to specifications and approval of the Director of Infrastructure and Technical Services.

Roadworks
Where it is proposed that new roadworks will pass by any driveway then the design criteria will be such that it will not affect the present access and egress enjoyed by the landholder.

2. CLASSIFICATION, CATEGORIES AND STANDARDS FOR CONSTRUCTION AND MAINTENANCE

Classification of Roads within Council Area

Rural Arterial Roads
- Under control of Department of Transport
- Play key role in carrying traffic through Council area, linking principal towns
- Generally sealed, high traffic volume roads.

Sealed Council Roads
Council sealed road network could be classified as follows:

Rural Sealed Roads
These roads make up Councils strategic collector rural roads within the road network providing access to either townships or DIT highways. Generally these roads carry high traffic volumes, or significant freight volumes, or serve as tourist routes

Township Streets
have been sealed for convenience of ratepayers, to reduce dust and improve stormwater drainage. Normally have kerb and water table

Unsealed Council Roads
Council's unsealed road network could be classified as follows:

Category 1
these include the major roads within the Council area that operate as local arterial roads. They would carry traffic through the Council area and would be the higher trafficked roads, providing strategic links to the DPTI road network, access to townships or as key freight routes. If funds were available, these would generally be the rural roads that would be constructed and sealed next

Category 2
these include the roads within the Council area that are major collector roads for local traffic. They generally provide access for, school buses routes, tourist routes and link to either category 1 roads of DPTI highways.

Category 2 Commodity
These roads also make up part of the commodity freight network providing access for 26 metre restricted access vehicles. These roads are permanently gazetted

Category 3A
These are high use roads and provide all year access to residences and farms.

Category 3A Commodity
These roads also make up part of the commodity freight network providing access for 26 metre restricted access vehicles. These roads are permanently gazetted.

Category 3B
These are medium use roads and provide all year access to residences and farms.

Category 3B Commodity
These roads also make up part of the commodity freight network providing access for 26 metre restricted access vehicles. These roads are permanently gazetted.

Category 3C
These are low use roads and provide all year access to residences and farms.

Category 3C Commodity
These roads also make up part of the commodity freight network providing access for 26 metre restricted access vehicles. These roads are permanently gazetted.

Category 4
These roads provide access to farming land for the movement of plant, machinery and livestock and need not be all weather roads.

3. CONSTRUCTION STANDARDS FOR SEALED AND UNSEALED ROADS

1. Sealed Council Roads

Rural Sealed Roads – generally constructed to the following standards:

- geometric standards – horizontal and vertical to 100km/h speed environment where practical
- Formation width 11m
- sealed width 8m
- seal type – 14/7 mm
- standard cross-section with 3% fall to 4% fall
- minimum pavement thickness – 250-300 mm after compaction
- pavement material – gridded, rock busted or crushed – depends on material type and availability
- Minimum compaction sub base 96% MDD, base course 98% MDD
- Installation of signs and guideposts to Australian Standards
- Installation of drainage infrastructure as required
- Line marking of center and edge lines to Australian Standards
- Designed to accommodate either 26 metre or 36.5 metre restricted access vehicles where appropriate
- Guard fencing of hazards where appropriate
- Vegetation in accordance with Roadside Management Plan

2. Township Streets – generally constructed to the following standards:

- sealed width 8 m
- type of kerbing –150mm roll-over or highback except Burra, (Heritage)
- seal type – 10/5 mm
- standard cross-section with 3% crossfall
- basecourse 100mm
- pavement thickness –200 mm after compaction
- pavement material – gridded, rock busted or crushed off- site
- minimum compaction sub base 96% MDD base course 98% MDD
- Installation of drainage infrastructure as required

3. Unsealed Council Roads

Category 1 – generally constructed to the following standards:

- geometric standards – horizontal and vertical to 80km/h speed environment
- formation width 11 metres
- sheeted width 8 m
- sheeted shape – 4-6% crossfall
- sheeted thickness – 150 mm after compaction
- sheeting material – pit material gridded, rockbusted or crushed off-site
- Installation of drainage infrastructure as required
- Signage of intersections and delineation of isolated hazards
- Vegetation in accordance with Roadside Management Plan

Category 1 – generally constructed Category 1 standards with the inclusion of:

- Intersections to accommodate turning movements of 26 metre vehicles

Category 2 – generally constructed to the following standards:

- geometric standards – horizontal and vertical alignment to minimum standard of 80 km/h
- formation width 10 metres
- sheeted width 8 m
- sheeted shape – 4-6% crossfall
- sheeting thickness – 100 mm after compaction
- sheeting material – pit material gridded, or rockbusted or crushed off-site
- Installation of drainage infrastructure as required
- Signage of intersections and delineation of isolated hazards
- Vegetation in accordance with Roadside Management Plan

Category 2 Commodity – generally constructed Category 2 standards with the inclusion of:

- Intersections to accommodate turning movements of 26 metre vehicles

Category 3A – generally constructed to the following standards:

- Geometric standards – horizontal and vertical alignment generally follow natural terrain
- Formation width of 8 metres where practical
- Sheeted width 6 m
- Sheeted shape – 4-6% crossfall
- Sheeted thickness – 100 mm after compaction
- Sheeting material – pit material gridded or rockbusted or crushed off site
- Installation of drainage infrastructure as required
- Signage of intersections and delineation of isolated hazards
- Vegetation in accordance with Roadside Management Plan

Category 3A Commodity – generally constructed Category 3A standards with the inclusion of:

- Formation width of 9 metres where practical
- Sheeted width 7 m
- Intersections to accommodate turning movements of 26 metre vehicles.

Category 3B – generally constructed to the following standards:

- Geometric standard – both horizontal and vertical alignment follow natural terrain
- Formation Width-8 metres
- Sheeted width – 6 metres
- Sheeted shape-4% crossfall
- Sheeted thickness-75mm after compaction
- Installation of drainage infrastructure as required
- Signage of intersections and delineation of isolated hazards
- Vegetation in accordance with Roadside Management Plan

Category 3B Commodity – generally constructed Category 3B standards with the inclusion of:

- Formation Width-9 metres
- Sheeted width – 7 metres
- Intersections to accommodate turning movements of 26 metre vehicles

Category 3C – generally constructed to the following standards:

- Geometric standard-both horizontal and vertical alignment follow natural terrain
- Formation width 8 metres
- Sheeted width 4-6 metres
- Sheeted shape-4% crossfall
- Sheeted thickness 50mm-75mm-Patch to provide an all-weather surface
- Installation of drainage infrastructure as required
- Signage of intersections and delineation of isolated hazards
- Vegetation in accordance with Roadside Management Plan

Category 3C– generally constructed Category 3C standards with the inclusion of

- Formation width 9 metres
- Sheeted width 7 metres
- Intersections to accommodate turning movements of 26 metre vehicles

Category 4 – Not constructed

4. MAINTENANCE STANDARDS FOR SEALED AND UNSEALED ROADS

1. Sealed Council Roads

Rural Sealed Roads – generally maintain the following on an as required basis:

- Reseal as per asset management program
- Maintenance to sealed surface
- Shoulder grading
- Slashing and weed spraying shoulders
- Vegetation maintenance
- Line marking
- Replace signs and guide posts
- Drainage maintenance and repair

Township Streets – generally maintained to the following standards on an as required basis:

- Reseal every as per asset management program
- Maintenance to sealed surface
- Line marking
- Water table and drains
- Weed spraying and slashing
- Vegetation maintenance
- Replace signs
- Drainage maintenance and repair

2. Unsealed Council Roads

Category 1 – generally maintained to the following standards:

- 2 grades per year
- Resurfacing of blowouts
- Vegetation maintenance
- Side drains and culverts cleaned as required.

- Guideposts and signs

Category 2 – generally maintained to the following standards:

- 2 grades per year
- Resurfacing of blowouts
- Vegetation maintenance
- Side drains and culverts cleaned as required
- Replace signs as required

Category 3A – generally maintained to the following standards:

- 1 grade per year - bus and tourist routes 2 per year
- Resurfacing of blowouts
- Vegetation maintenance
- Side drains and culverts cleaned as required
- Replace signs as required

Category 3B

- 1 grade per year
- Vegetation maintenance

Category 3C

- 1 grade per year
- Vegetation maintenance

Category 4 – generally maintained to the following standards

- grades per year if required

5. DAMAGE – COST RECOVERY

Under Sec 213 *Local Government Act (1999)*, where it can be proven that the damage has been caused to a roadway or traffic control device, that the Director of Infrastructure and Technical Services can charge the cost of repairs to the known offender, and that the matter be reported to the police.

6. ENCROACHMENT

Where Council is aware that a road does encroach onto private property and the landowner is concerned about the liability implication, Council may provide the following information:

"We confirm that as the public road is controlled and maintained by Council, we accept that liability arising from the operation of the road will attach to Council. The definition of the area occupied by the encroaching public road: to include the carriageway and verges being a width of 20 metres that is 10 metres each side of the centreline of the carriageway and where both the Council and the landowner accept the definition of the 'road' as described."

7. FIRE PROTECTION / PREVENTION

Natural Watercourse Management

Where in the opinion of Council's Fire Prevention Officer a fire hazard exists on a natural watercourse contained within a private title and the occupant is such that they are a pensioner and physically unable to carry out that work, he may assist in arranging work at the owners cost to minimise any fire hazard to surrounding properties.

8. FOOTPATHS

Construction

New footpaths are to be constructed to a minimum of 1.8 metres in width and consist of 100 mm of pavement thickness. Where footpaths are upgraded or renewed, the treatment is to be that used originally, with the exception of concrete, where pavers will be used. The treatment of footpaths will be dependent on the hierarchy of streets in the township, but generally reflect a consistent standard.

Footpath and Road Verge Maintenance - Townships

Council implement spraying, on an as required basis, of vegetation on all footpaths and road verges within the townships of the Goyder area, subject to the following exception:

- Vegetation being the subject of a consent issued by the Council pursuant to Section 221 of the *Local Government Act (1999)*. Landowners not wanting the footpath and road verge adjoining their property sprayed to control vegetation must;
- Complete an application to be added to Council's No Spray Register
- Comply with the conditions set out in the approved application

9. WORKS IN HERITAGE AREA

All infrastructure works in the defined heritage area should be carried in accordance with the Burra Public Spaces Works Manual where practical

10. PATROL GRADING

Patrol grading road maintenance is subject to favourable seasonal conditions, and a drum or multi tyre roller be used in patrol grading practices where available and/or practical.

11. RESTRICTED ACCESS VEHICLE CLEARANCES

The National Heavy Vehicle Regulator (NHVR) commenced operation throughout Australia on 10 February 2014. South Australia is a participant in the national scheme and has introduced the *Heavy Vehicle National Law (South Australia) Act (2013)* to give effect to the scheme in SA.

The Heavy Vehicle National Law expressly identifies a 'road manager' as having particular responsibilities regarding decision-making for heavy vehicle access to the road network. The South Australian legislation includes a definition that recognises local government as road managers.

As a road manager, the Regional Council of Goyder will work directly with the NHVR to determine which vehicles operate on their roads and the conditions under which they will operate. The NHVR is the only entity that may issue a mass or dimension authority (by gazette notice or by issuing a permit),

The NHVR must consider the following criteria when determining a request for access:

- it is satisfied that the use of the heavy vehicle on a road will not pose a significant risk to public safety or infrastructure
- each relevant road manager has consented to the grant; and
- it is satisfied that all other consents required by local legislation (such as from police or railway operators) have been obtained or given

The NHVR may grant an access permit subject to conditions. The NHVR must impose road or travel conditions if requested by a road manager.

12. ROADS TO RECOVERY – STANDARD OF FUNDED WORKS

In an effort to achieve maximum benefit and achieve economies of scale in relation to the expenditure of Roads to Recovery funds, Roads to Recovery funds can only be utilised on Category 2 unsealed roads to bring those roads up to the Category 1 unsealed standard with the option of undertaking additional work to effect a sealed surface.

13. ROCKS ON ROADSIDES

The Supervisors will ensure that rocks found on roadsides will be cleared immediately and that in future all rocks not able to be incorporated in the works be removed from the site.

14. SEALING OF OPEN SURFACE ROADS FRONTING PRIVATE PROPERTY

The policy for sealing roads in front of private homesteads, buildings used for intensive animal keeping, and shearing sheds within 100 metres of an open surface road within the Council area be as follows:

- The policy only apply to Category 1 or Category 2 roads not included in the Roads to Recovery Program
- Council consider up to five applications in any one financial year
- A pro forma application be designed which will include, but not be limited to, the following:
- Specifications for :
    i. actual distance to be sealed
    ii. any drainage implications known
    iii. number of entrances required to the property, if any
    iv. preparatory road construction required to accommodate the sealing
    v. A statement that the work required by the applicant will be carried out only when the plant and equipment required is in close proximity
    vi. A section for indicating whether the applicant is able to provide any plant or machinery to assist in the project
- The actual costing of each application to be assessed and accepted by:
- The Applicant
- The Council
- The applicant be prepared to pay or contribute a minimum of 50% of the total cost of the project with a deposit of 25% of the total cost being payable prior to commencement and the balance to be paid within 7 days of completion of the work.

15. SCHOOL BUS STOP ROAD SIGNS

Council policy shall be to minimise the number of W6-3A Children's signs and install signs only where site distance is limited, but only after attempting to relocate the stop to an alternative safer position. Where site distance is adequate, no sign is to be installed.

16. TOTAL FIRE BAN DAYS

The Director of Infrastructure and Technical Services, Chief Executive Officer and/or their delegate has the authority to determine the ceasing of operations or placing of plant on Total Fire Ban Days.

17. TREES

Pepper Trees

Due to the ever increasing proliferation of Pepper trees in the townships, Pepper trees be declared

feral within the Regional Council of Goyder and;

- That the planting of Pepper trees in townships, on roadsides and Council reserves be banned
- That land holders be encouraged to plant alternative appropriate species of trees (e.g. native trees).
- Land holders be encouraged to remove current infestations of Pepper trees
- Land holders be required to remove new growth of Pepper trees.

STREET TREES

Objectives:
Street Tree planting shall be retained and modified, designed and established so as to achieve the following objectives:

- Achieve desirable streetscapes through
- Recognition of special qualities including street planting
- Identification of areas for improvement
- Retention, modification or enhancement of existing areas
- Achieve increased community enjoyment of everyday life in Burra through the retention and enhancement of existing street tree planting
- Achieve sustainable tourism and other economic benefits for now and in the future through protection and integration of street trees
- Achieve heritage benefits through protection of street trees of recognised significance
- Contribute to a strong sense of community commitment to improvement and promotion of street trees
- Acknowledge the strong relationship between Council Works practices and street tree policy and co-ordinate proposed actions in both areas

Procedures:
Removal of Trees
Prior to the removal of trees the following factors shall be considered;

- Age and condition of tree
- Whether the removal of a tree is required for public safety
- Contribution of tree to an existing pattern; assess impact of its loss
- Significance of tree; current and future benefits of tree; time taken to recover current benefits
- Reasons for removal: (Consider alternative methods to offset the problem; for example avoiding damage to water-table, or pavement).

Prior to the removal of a tree the Heritage Advisor or their nominated representatives shall be consulted to assess the above factors.

Modification of Trees:
Prior to the modification or pruning of trees the following factors shall be determined and considered;

- Reasons for pruning and consider alternative methods or examine reasons external to the tree that could be altered; for example existence of overhead power lines, gutters that could be removed, water tables and proximity of adjacent buildings
- Accepted pruning standards for tree species; timing, pattern
- Recommended practice from appropriate authority
- Road and foot traffic

Pruning of trees shall have minimal impact on the height and canopy characteristics and growth pattern of street trees. Council to discuss overhanging tree with property owner prior to pruning. Prior to modification of a tree the Heritage Advisor or their nominated representative shall be consulted to assess the above factors.

Replacement Trees and Infill Planting

In areas where the predominant tree is established and mature, the same species shall be used.

- One tree may have been removed from a row with a regular spacing
- A complete or part row of trees may have been removed
- A new row of trees is proposed to reflect adjacent historic themes
- One tree may been removed from the commencement of a row with a regular spacing
- Trees may be required to screen unsightly development occurring adjacent to significant street trees

New Street Tree Planting

In areas where new planting is warranted through previous removal or through lack of evidence of a street tree planting theme a new species shall be selected provided it satisfies given criteria. Prior to the selection and planting trees the following factors shall be considered;

- Suitability of species for the location; consider existing patterns of trees and species
- Growth pattern of proposed tree; consider canopy to test compatibility of appearance and check root characteristics to avoid problems with damage to kerbs, water table and pavement or uncontrolled growth
- Historic significance and whether proposed tree is appropriate
- Suitability of species for the climate; consider performance of existing species
- Characteristics in summer (shade) and winter (admission of sunlight)
- Maintenance requirements

<u>Selection of Trees</u>

Prior to the selection and planting trees, the following factors in addition to those identified for new planting shall be considered;

- Suitability of species for the location to be assessed in terms of safety and health
- Growth pattern of proposed tree; consider canopy to test compatibility of appearance and check root characteristics to avoid problems with damage to kerbs, water table and pavements of uncontrolled growth
- Historic significance of existing trees
- Existing spacing and location of street trees
- Existing services in pavement or overhead
- Conduct assessments of existing trees by a qualified arborist when necessary
- Refer to the following documents
    - Street Trees in Burra 2005
    - Street Trees in Burra North 2007
    - Street Trees in Eudunda 2006
    - Tree Management Report – Burra White Cedars 2019

Within the Burra National Heritage Area, the Heritage Advisor or their nominated representatives shall be consulted to assess the suitability of any proposed street tree planting program.

Tree Risk Assessments and Management Reports
The following sites have been identified as having trees of significant size and age, and should have the trees assessed by a qualified arborist every 5 years.

- Burra Caravan Park
- Burra Cemetery
- Pickett's Reserve, Burra Creek
- Duncan Park, Farrell Flat
- Worlds End Camp Ground

Trees For Life
Permission be granted to Trees for Life for the collection of native shrub and tree seeds along roadsides within the Council District.

18. WATER

Stormwater Management
That where substantial new storm-water construction is likely to discharge onto private property and not into a natural watercourse staff are instructed to advise the registered owner of the proposal in writing.

Supply of Water
That if Council supplies water to individuals, they will be required to sign a disclaimer as follows:
"I acknowledge that the Council shall not be responsible for the quality of water supplied to the property or liable for any injury or damage which relates to the quality of water supplied and I further acknowledge that the water is untreated, may be contaminated, and is not suitable for human consumption without prior treatment by the consumer".

19. WEED CONTROL ON ROAD RESERVES
That Council issue an authorisation under Sec 221 of the Local Government Act annually for weed control on road reserves through a newspaper circulating in Council area.

20. RECORDS
All records should be treated in accordance with Local Government GDS40.

21. REVIEW
This document shall be reviewed by Council every two (2) years (or on significant change to legislation or aspects included in this policy that could affect the health and safety of workers).

22. REVIEW HISTORY

Document History	Version No:	Issue Date:	Description of Change:
	1.0	16/5/17	Adopted.
	1.1	July 2017	Total Fire Ban Days section included. Refer NCOR-82017-2495.
	2.0	July 2019	Adopted with changes refer minute 156/19
	2.0	Nov 2021	Reviewed with no changes refer minute 172/21
	3.0	Apr 2024	Reviewed with changes refer minute 040/24
	3.0	Jun 2026	Reviewed with changes refer minute

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