

 City of Mount Gambier	<h1>L130 LAND DIVISIONS</h1>	Version No:	13
		Issued:	August 2019
		Next Review:	August 2023

1. INTRODUCTION

This document sets out the policy of the City of Mount Gambier (“Council”) for land divisions and their associated road construction, within the Council area.

2. PLANNING REQUIREMENTS

(a) In addition to the plans and specification requirements for land divisions, as detailed in Schedule 5 of the Development Regulations 2008, a development application and supporting material shall include the following:

1. Where new roads are to be created - proposed road reserve and road pavement widths; and
2. Reference to and details of any proposed fencing, particularly fencing adjoining reserves/screening reserves.
3. Street trees are encouraged in land divisions. They must be properly planned for and integrated as part of the overall land division proposal. A Plan of the land division showing proposed street trees should accompany the Development Application. The number, position and type of street trees shall be at the total discretion of Council and should be discussed with Council prior to submitting the proposal. The cost of purchasing any agreed to street trees shall be totally borne by the applicant/land developer

3. STREET NAMES

(a) Proposed street names associated with the overall land division (including estate name etc.) shall comply with Council Policy S135 Streets - Naming of.

4. LAND MANAGEMENT AGREEMENTS

(a) Where appropriate, Council is prepared to accept Land Management Agreements, in accordance with the provisions of the Development Act 1993 and Development Regulations 2008. Such Land Management Agreements are only be used in relation to the development and initial maintenance of screening reserves and development requirements for small allotments. The use of any Land Management Agreement shall be at the total discretion of Council. All costs associated with the preparation of a Land Management Agreement (including any draft agreement) for any matter and its final lodgement and execution shall be totally borne by the applicant/land developer.

5. RESERVES

- (a) Council, when dealing with land division applications, seek where appropriate, to have public open space contributions in parcels of at least 2,000m² in area and on flat land. Such areas should link with other reserves where possible and practicable.
- (b) In instances when screening reserves are required, the Development Approval and/or Land Management Agreement, should include a request for the Developer to fence the screening reserve and develop the reserve in accordance with a plan approved by Council;
- (c) Council aims to plant out public open space reserves to the equivalent of approximately 10% of the reserve area, with the remainder of the area to be left grassed, to allow for low level active and passive recreation.

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6. CLEARANCE/CERTIFICATE OF APPROVAL

- (a) Where Council has been engaged to undertake the physical construction works, associated with the land division (or part works), all money for the cost of the work shall be paid to Council prior to Council clearing the land division and advising the State Commission Assessment Panel (SCAP) that it can issue the Certificate of Approval for the plan of division; and
1. where a private contractor has been engaged to undertake the physical construction works, associated with the land division (or part works), all of the work shall be completed to the satisfaction of Council, prior to Council clearing the land division and advising the SCAP that it can issue the Certificate of Approval for the plan of division; or
 2. where a private contractor has been engaged to undertake the work, the contracted sum shall be lodged with Council in the form of cash or bank guarantee, together with an agreement (which sets out the construction stages and timing of each stage for the whole of the works) that will allow Council to draw upon deposited funds or bank guarantee to complete outstanding works. If works fall more than 30 days behind the submitted schedule, Council will have the sole discretion in the decision to complete the works, or to grant time extensions.
- (b) The form of bank guarantee is to be such that no termination date of the guarantee is to be specified, and the guarantee can only be cancelled on the written advice of the Chief Executive Officer of Council.
- (c) Upon receipt of the contract sum (or other amount as determined to be reasonable by Council) and the signed works schedule agreement, Council will clear the land and advise the SCAP that it can issue the Certificate of Approval for the plan of division.

7. DEPRESSIONS - PRONE TO FLOODING

- (a) Where a land division includes land that is situated within a depression, and may be prone to flooding, Council will endeavor to have the land transferred to Council for reserve purposes.
- (b) The applicant, with the assistance of a professionally qualified and experienced Engineer, assess any depression situated within a proposed land division, which may become flooded and develop a strategy, based on current engineering design principles, to eliminate or reduce the flooding or potential for flooding to any property. The applicant will be required to submit the strategy (which is to include engineering plans showing retention areas, drainage pits, bores, contouring, etc. if appropriate) to Council for approval and if approved, incorporate same into the overall development plan for the land division.
- (c) Where there is a depression situated within a proposed land division, which may be prone to flooding, Council will impose the following conditions, when considered necessary, following execution of the strategy as developed in accordance with 7(b):

"That the applicant be advised that Allotments are situated within a depression and as such an appropriate notation to the effect is to be registered on the title to the allotment, which will bring to the attention of prospective purchasers of the allotment, so that they can establish satisfactory floor levels in respect to any building to be erected on these allotments in order to reduce the potential for property damage"

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- (d) Council will ensure, to the best of its resources, that any flooding problem has been satisfactorily overcome prior to issuing any approval.
- (e) Where a flooding problem is unable to be satisfactorily overcome, the land division application should not be approved by Council.

8. ENGINEERING WORKS

The applicant is required to submit for approval, design plans for all the engineering works associated with the land division and such plans are to include:

1. Road Hierarchy, Design and Construction Standards;
2. Kerb Profile;
3. Drainage;
4. Footpaths; and
5. Crossing Places.

9. ROAD HIERARCHY, DESIGN AND CONSTRUCTION STANDARDS

Philosophy

- (a) The development road hierarchy is to reflect the different road functions, ranging from traffic distribution to shared traffic, pedestrian and recreation use. Road design, based on current engineering standards is to be consistent with the road hierarchy, land use and land forms.
- (b) Development should generally be undertaken in a manner consistent with general policies contained in the Mount Gambier (City) Development Plan.
- (c) Table 1 is to be used in developing design criteria consistent with this philosophy.

Table 1: Road design criteria

Type	Maximum 24 Hour Traffic Volume	Projected No. of Allotments Serviced	Maximum Design Speed km/h	Road Reserve Width (metres)	Carriageway Width (metres)	Minimum Pavement Thickness (mm)
Access Place	100	< 10	30	<12.5	4.5 to 7.0	250
Access Street	250	<25	40	<14.0	4.5 to 8.0	250
Minor Collector Street	1000 to 2000	<100	40	13 to 15	6.00 to 8.0	300
Major Collector Street	2000 to 6000	100 to 600	60	14 to 17	7.0 to 10.0	300
Major industrial Road	6000	600 +	60	15 to 19	8.0 to 12.0	300*

* Pavement design may be required to verify selected pavement thickness.

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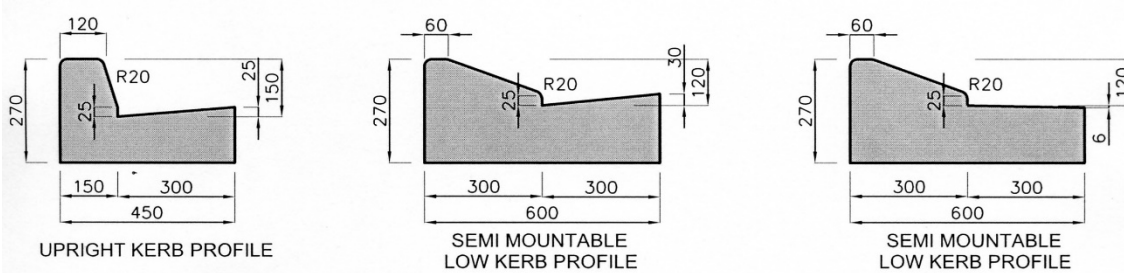
Technical requirements - Road Design

- (a) Centre line grades generally should be a maximum of 10%, absolute minimum of 0.4%. Steeper grades, over a short distance will be permitted subject to the prior approval of the General Manager City Infrastructure or Engineering Design and Contract Management.
- (b) Intersections in areas of steep grades should be avoided if possible. Intersection storage area for one vehicle is desirable. Intersection site distances should comply with current engineering standards, as should all the design work within the proposed development.
- (c) In roads classified as local streets or collector roads, consideration should be given to the installation of accepted traffic management devices to control traffic flow and speed (e.g. roundabouts, slow points etc).
- (d) Where a new road is to intersect with a connector road or major local road/industrial road, developers are encouraged to be innovative in the design to ensure vehicles leaving the main road do so at a very low speed for the safety of all road users. Such designs are to be in accordance with the Code of Practice for the Installation of Traffic Control Devices in South Australia. If the developer and the General Manager City Infrastructure cannot agree on a suitable intersection treatment then this may be referred to Council for a final and binding decision.
- (e) Road cross fall should generally be in the range of 1 in 20 (5%) to 1 in 50 (2%) with the desirable being 1 in 33 (3%).
- (f) One way cross fall may be utilised, where the land form is such that the road will tie into existing natural surface levels more readily than with the conventional and desired 2-way cross fall with centre crown.

10. KERB PROFILE

- (a) Kerb and channel is required to both sides of all streets to provide a structural pavement edge, a drainage mechanism and to delineate vehicle movements. This does not apply to allotments within a Country Living or Rural Living Zone.
- (b) Pavement edges may be provided as follows:
 - 1. Access place and local street - roll-over profile;
 - 2. Collector road and industrial road - roll-over profile and/or barrier profile;
 - 3. Major local road - barrier profile or adjacent to reserves where no access is required;
 - 4. Other kerb profiles may be used subject to the prior approval of the General Manager City Infrastructure or Engineering Design and Contract Management and the provision of kerb inverts at the location shown on the engineering drawings.
- (c) Kerb and channel is to be constructed using concrete of twenty eight (28) day strength of 20MPa ($F'c=25MPa$). All concrete surfaces within the development to be finished to a steel float finish.
- (d) Kerb transition between types shall be made over 3 metres.

Diagram 1: Kerb profiles



KERB DETAILS

11. ROAD PAVEMENT REQUIREMENTS

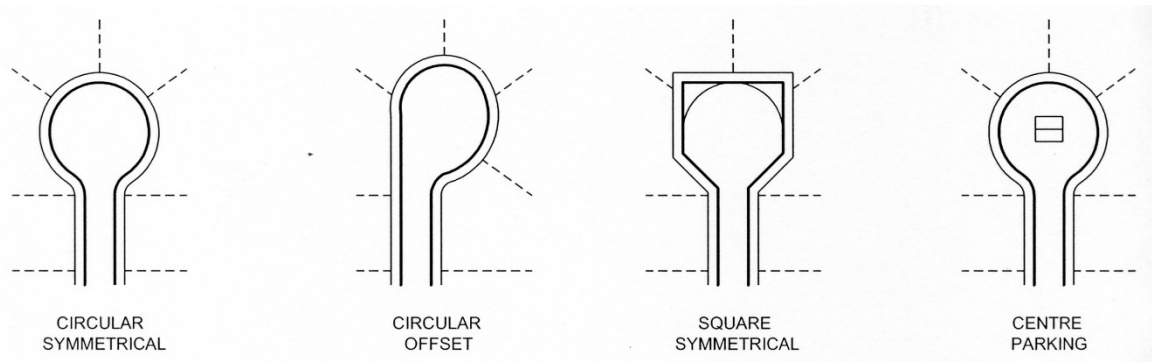
- (a) Table 1 gives minimum pavement depths (as a general guide) but they may be increased depending on the quality and type of sub-grade material and also based on:
- the design of flexible pavements as per the Austroads Design Guide Part 2 – Guide to Pavement technology, Pavement Structural Design method using equivalent standard axle (ESA's) loadings based on 10 vehicles per day per allotment and a twenty year design life; OR
 - road designs shall provide for concrete pavement based on the Concrete and Cement Associations design tables.
- (b) All flexible pavements shall be constructed of materials approved by the General Manager City Infrastructure or Manager Engineering Design and Contracts.
- Where there is any doubt about the quality of proposed pavement materials, the General Manager City Infrastructure or Manager Engineering Design and Contracts may require laboratory testing of materials as follows:
 - Sieve Analysis (Gradings)
 - Atterberg Limits
 - All testing to be carried out by a National Association of Testing Authorities (NATA) registered laboratory.
 - Material, in the opinion of the General Manager City Infrastructure or Manager Engineering Design and Contracts, not considered suitable for road pavement construction is not to be used.
- (c) Pavement density testing is required on all works prior to placement of seal coat, pavers, asphalt etc. Unless otherwise indicated by the General Manager City Infrastructure or Manager Engineering Design and Contracts, the modified density test method shall be used.
- (d) The road pavement is to extend a minimum of 150mm behind the back of kerb and a minimum of 100mm under the base of kerb. Kerb base material is to be compacted to the same specifications as the road pavement.
- (e) An Asphaltic concrete (hotmix) surface is to be provided to all roadways to the satisfaction of the General Manager City Infrastructure or Manager Engineering Design and Contracts. The design of the hotmix surface to be to the satisfaction of the General Manager City Infrastructure or Manager Engineering Design and Contracts; and may include a requirement to use a mix design utilizing polymer modified binders.

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12. VEHICLE TURNING MOVEMENTS

All vehicle turning movements shall be deemed to comply with performance measures when compared with templates contained in the National Association of Australian State Road Authorities Design Vehicles and Turning Templates, as follows:

- (a) for turning movements involving major local roads/industrial roads, the design semi-trailer with radius 12.5 metres shall be used;
- (b) for turning movements involving collector roads but not major local roads/industrial roads, the design single unit truck with radius 12.5 metres shall be used;
- (c) for major local roads/industrial roads, the largest design vehicle likely to enter the land division shall dictate the road geometric design.
- (d) for turning movements involving local streets or access places, but not involving major local roads/industrial roads or collector roads, the design car with radius 8.0 metres shall be used;
- (e) for turning movements at the head of dead-ended streets, sufficient area shall be provided for the design car to make a complete turn. Pavement shapes may be one of, but not restricted to:



- (f) Access places and access streets should not exceed 150 metres in length. It is desirable streets interconnect at 90 degree junctions separated by at least fifty (50) metres. Cross roads and "Y" junctions are to be avoided, to reduce the likelihood of road-user accidents.

13. MATERIALS FOR ROADWORKS

(a) General:

1. All material shall be clean, sound, hard and durable. Foreign material shall not be present in sufficient quantity to produce adverse effect upon the usage or performance of the material.
2. All material shall be produced from natural rock or sand deposits and shall be pre-approved by the General Manager City Infrastructure or Manager Engineering Design and Contracts prior to its use.

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3. The contractor shall be required to submit a reference sample of the proposed material and to undertake the following laboratory testing of the material:
 - Sieve analysis (gradings)
 - Atterberg limits
4. Appendix 1 - Pavement Material Specification, shall be referred to and used as the general document to determine the acceptability of various classes of materials to be used in roadworks. The suitability of fill material shall be determined on a case by case basis by the General Manager City Infrastructure or Manager Engineering Design and Contracts or his appointed nominee but generally shall conform to the requirements as indicated in 13(b) - Fill material.

(b) Fill Material:

1. Excavated material may be used as fill material provided it is considered acceptable by the General Manager City Infrastructure or Manager Engineering Design and Contracts, but shall consist of the following properties:
 - particle size to not exceed 75mm;
 - be free of organic or other foreign matter;
 - under proof rolling, not show any signs of deformation, rutting, softness or yielding or be unstable;
 - be stable under various moisture contents with minimal swell or shrinkage.
2. Proof rolling shall be used to determine the acceptability of a material placed as fill and shall be undertaken by using either a fully laden water cart or other heavy machine exceeding 10 tonne in mass.
3. Fill material shall be placed in layers of between 150 - 200mm loose thickness.

Proof rolling is a hold point in roadwork construction and the contractor shall not proceed to the next stage until approval has been granted by the General Manager City Infrastructure or Manager Engineering Design and Contracts.

(c) Sub-grade:

1. The sub-grade shall be prepared to produce a tight dense surface and shall be compacted to not less than 95% of standard maximum dry density for all roadways up to and including residential class. For road classes considered above residential (i.e. industrial and or collector) the sub-grade shall be compacted to a level as determined by the General Manager City Infrastructure or Manager Engineering Design and Contracts and based on the materials sub-grade California Bearing Ratio (CBR) value and its resilient modulus. The method for determining the sub-grade materials CBR value shall be in accordance with the Austroads pavement design manual "A Guide to the Structural Design of Road Pavements."

The testing and verification of the sub-grade is a hold point in the road construction and the contractor shall not proceed to the next stage until approval has been granted by the General Manager City Infrastructure or Manager Engineering Design and Contracts.

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(d) Sub-base:

1. For roads up to and including residential class, the sub-base layer shall consist of either 40mm crushed limestone rubble as approved by the General Manager City Infrastructure or Manager Engineering Design and Contracts, and in accordance with the material properties as indicated below, or PM2/40QG as specified in Appendix 1 - Pavement Material Specification. The minimum sub-base thickness shall be 150mm, and with no individual layer placed exceeding a compacted thickness of 150mm.
2. A minimum compaction of 96% MDD is required and tested at a frequency of 1 test per 500m² per sub-base layer.
3. Material to be used is generally described as non-plastic cementitious coralline limestone rubble. It shall be graded and all material shall pass a 75mm screen, with the maximum dimensions being not more than 100mm. It shall be free of deleterious material. Surfaces containing oversize material may be rejected.
4. Contractors are required to provide a NATA laboratory analysis of the material being used. The analysis is to include:
 - particle size distribution to AS1289 C.6.1 (sampled in accordance with AS1141.3);
 - consistency limits and moisture content to AS1289.

NOTE: If the above tests are superseded by revised Australian Standards, such new standards to be used and listed.

5. During the course of the works, any substantial variation in the material may be rejected. The General Manager City Infrastructure or Manager Engineering Design and Contracts will have sole discretion on definition of substantial variation.
6. The contractor shall supply two samples in suitable containers. Samples shall weigh at least eight (8) kilograms each and be lodged at the time of tender or at least two (2) weeks before work commences on site. The samples will be marked. One sample will be returned to the contractor and the other sample will be retained by Council.
7. For road classes considered above residential (i.e. industrial and or collector status) the sub-base material and layer thickness and compaction specification shall be determined by a proper road pavement design process as referred to in the Austroads pavement design manual "A Guide to the Structural Design of Road Pavements" or approved equivalent design process, and shall take into account the design traffic loading for the road class.

The testing and verification of the sub-base is a hold point in the road construction and the contractor shall not proceed to the next stage until approval has been granted by the General Manager City Infrastructure or Manager Engineering Design and Contracts.

(e) Base:

1. For roads up to and including residential class, the base layer shall consist of a 100mm thick compacted layer of PM2/20QG.
2. A minimum compaction of 96% MDD is required for all sample points, tested at a frequency of 1 test per 250m² per layer.

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3. For road classes considered above residential (i.e. industrial and or collector status) the base material and layer thickness and compaction specification shall be determined by a proper road pavement design process as referred to in the Austroads pavement design manual “A Guide to the Structural Design of Road Pavements” or approved equivalent design process, and shall take into account the design traffic loading for the road class.

The testing and verification of the base is a hold point in the road construction and the contractor shall not proceed to the next stage until approval has been granted by the General Manager City Infrastructure or Manager Engineering Design and Contracts.

(f) Construction Tolerances

1. Tolerances for the construction of various pavement courses shall comply with Table 2.

Table 2: Construction Tolerances

Course	Design Level Tolerance	Layer Thickness Tolerance	Shape Tolerance
Sub-grade	+ 30mm - 30mm	+ 30mm - 30mm	30mm in 3 metres maximum
Sub-base	+ 20mm - 20mm	+ 20mm - 20mm	25mm in 3 metres maximum
Base	+ 10mm - 10mm	+ 15mm - 15mm	15mm in 3 metres Maximum
Overall	+ 20mm - 10mm	+ 20mm - 10mm	

(g) Final Trim

Following placement and compaction of base course material, the whole of the surface of base course shall be final graded and trimmed to the specified tolerances, so as to leave a hard, dense, tightly packed surface, free of defects. Road surfacing shall not be commenced until the profile, surface compaction, quality and finish of the base course have been inspected and approved by the General Manager City Infrastructure or Manager Engineering Design and Contracts.

This is a hold point in the road construction and the contractor shall not proceed to the next stage until approval has been granted by the General Manager City Infrastructure or Manager Engineering Design and Contracts.

14. DRAINAGE

- (a) A detailed drainage design is required for all stages of the proposed land division, and if necessary, due to existing land form, include areas outside the proposed development but within the drainage catchment affecting the development;

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(b) Design shall be in accordance with procedures in the current edition of:

“Australian Rainfall and Runoff (IEA)” or other edition as approved by the General Manager City Infrastructure or Manager Engineering Design and Contracts; and the Environment Protection Authority Guidelines for stormwater management in Mount Gambier. These documents are to be used to determine the appropriate sizing on the drainage system for both minor and major storm events;

- (c) Drainage computations must be prepared by a qualified and experienced Engineer and submitted with the detailed engineering drawings for the proposed land division;
- (d) All stormwater runoff attributable to the proposed land division is to be adequately disposed of within the development area, or as otherwise approved by the General Manager City Infrastructure or Manager Engineering Design and Contracts;
- (e) As a general rule, side entry pits should be spaced no further than 100 metres apart; closer spacing if required, may be acceptable depending on conditions and detailed design;
- (f) Drainage bores and associated settlement tanks shall be constructed to meet the requirements of Council and the Department for Environment and Water – Natural Resources: South East (DEWNR:SE) . Drainage capacity of any bore is to exceed the calculated drainage discharge for the designated stormwater system; and the bore is to be proved to the satisfaction of the General Manager City Infrastructure or Manager Engineering Design and Contracts;
- (g) Storage basins capable of holding the run-off of the designated rainfall storm shall be provided at suitable locations if drainage bores prove to be unacceptable;
- (h) Spoon drains, when required at junctions, shall be constructed to maintain the pavement width of the through street and to ensure continuity of flow of all stormwater. A spoon drain may not be constructed across a through street. Generally, spoon drains are not to be used unless approved by the General Manager City Infrastructure or Manager Engineering Design and Contracts;
- (i) All stormwater storage basins are to be provided with appropriate warning signs and fencing where required to the satisfaction of the General Manager City Infrastructure or Manager Engineering Design and Contracts and in accordance with Council Policy S115 – Fencing of Stormwater Retention Basins;
- (j) Council requires a separate drainage reserve in land divisions of adequate area to provide stormwater treatment and retention for a one (1) in five (5) year storm event in residential areas and a one in ten (10) year storm event in other areas. Any requirements above these limits may be incorporated into the public open space calculation;
- (k) Drainage reserves may require perimeter fencing to be installed in accordance with Council Policy S115 – Fencing of Stormwater Retention Basins.

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15. DOWN STREAM DRAINAGE CONTRIBUTION SCHEME

- a. Where possible and practical, Council will endeavour to direct stormwater from a new development (with development being defined as works requiring formal Development Plan Consent and Development Approval) to an existing stormwater bore and pit or stormwater detention/treatment system, that is deemed to have adequate capacity to accommodate flows. A condition of approval must be included in the Decision Notification Form for Development Approval to reflect this requirement.
- b. If, in the opinion of the General Manager City Infrastructure or Manager Engineering Design and Contracts, no such Council drainage system of adequate capacity is located within reasonable proximity, onsite disposal to the satisfaction of Council or the Environment Protection Authority is to become a condition of approval in the Decision Notification Form for Development Approval.
- c. In Development Applications that are not land divisions and (a) above applies, the developer where practical, is required to install an additional settlement pit, within the development area, at a point upstream of the connection into the Council drainage system, to the approval of the General Manager City Infrastructure or Manager Engineering Design and Contracts . Council will provide the settlement pit to the developer.
- d. Council adopt the principles set out in **Engineering Report No. 38/96** as the basis for dealing with Development Applications that include stormwater discharge issues. In particular, Council encourage developers to liaise with adjoining landowners in instances where the drainage catchment crosses, property boundaries, with a view to a joint private arrangement for the provision of drainage infrastructure within the catchment, based on an engineering design approved by the General Manager City Infrastructure or Manager Engineering Design and Contracts.
- e. In the event of the developer being unable to satisfactorily negotiate an arrangement as per (c) above, Council proceed to implement the Downstream Drainage Contribution charge with a view to the provision of a suitable drainage outfall for the development in accordance with the approved engineering drainage design.
- f. The Downstream Drainage Contribution rate be set by Council at a rate/hectare for developments of one (1) hectare or greater, and a per square metre rate for developments less than one (1) hectare with Council reserving the right to alter these charges at its own discretion from time to time in accordance with (h) below.
- g. Development area is defined as the entire site, subject to Development Plan Consent and Development Approval or the clearly defined drainage area under consideration within the Development Application.
- h. Council review the Downstream Drainage Contribution rate annually and adjust as necessary to reflect the actual costs of fulfilling the objective of providing outfall and trunk drainage.

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- i. Council establish a Downstream Drainage Reserve to fund the outfall and trunk drainage works, with contributions from developers, being credited to the reserve.

16. FOOTPATHS

- (a) Paved footpaths are to be provided where shared use of road pavement is not appropriate; and where potential volumes of pedestrians warrant formal construction to provide safe and adequate all weather links.

- (b) Footpaths shall be provided as follows:

1. Industrial streets, local streets and access places carrying less than 400 vehicles per day shall have no separate constructed pedestrian path;
2. Streets carrying between 400 and 2000 vehicles per day shall have, on one side of the road pavement, a separate pedestrian path of concrete or blockwork of 1.5 metres width to the approved construction standard;
3. Collector roads and major local roads/industrial roads with greater than 2,000 vehicles per day, shall have on each side of the road pavement, a separate pedestrian path of concrete or blockwork of 1.5 metres width to an approved construction standard;
4. Concrete footpaths shall be constructed to a minimum thickness of 80mm with regular control joints at 1.2 metres to 1.5 metre centres and 10mm expansion joints at 6.0 metre centres and with sections of paths extending through crossovers to be suitably steel reinforced to take the required traffic loading;
5. The footpaths shall be located on the relevant road reserves in accordance with the current edition of 'Code of Practice for Coordination of Work and Allocation of Space on Roads and Footpaths (South Australia)';
6. All concrete footpaths are to have a broom finish;
7. Kerb Ramps shall be provided at every corner radius where footpaths are proposed. The location is to be approved by the General Manager City Infrastructure or Manager Engineering Design and Contracts. Kerb ramps shall comply with relevant AS1428 standards.

Warning Tactile Ground Surface Indicators (TGSI) shall be provided within kerb ramps. The ramps shall have a maximum grade of 1:8, as allowed in AS1428.4.

- (c) The full width of footpaths (nature strips with or without paved path) shall be graded to slope toward the adjoining top of kerb at a rate of 0.040 metre (fall) per metre (width);
- (d) Details of blockwork and concrete footpaths are to be included with the detailed engineering drawings as submitted as part of the land division application.
- (e) The land owner/developer should have regard for the establishment of bike lane/bike paths within the road reserve (either on-road or off-road).

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17. CROSSING PLACES

- (a) It is Council's expectations that one (1) paved crossover will be provided to each new allotment created by the land division. Crossing places must avoid road/drainage infrastructure, particularly stormwater pits, service pits etc.
- (b) Crossing places shall be constructed to the following:
 1. finished grades shall be consistent with the adjoining roadway and footpaths (levels at the property boundaries shall be designated by the General Manager City Infrastructure or Engineering Design and Contract Management);
 2. materials shall be either reinforced concrete with a minimum thickness of 100mm for residential allotments (125mm to 150mm for industrial allotments); or
 3. blockwork of suitable strength and design for the expected vehicle movements (full design details must be submitted with engineering drawings).
- (c) Crossing place relocation due to inappropriate siting for a specific building design/development shall be the responsibility of the current owner of the allotment.

18. STREET LIGHTS AND STREET SIGNS

- (a) Street lighting is to be designed and installed in accordance with the current Australian Standard and have regard to energy efficient lighting systems, with all costs associated with this requirement being borne by the developer.
- (b) Street signs shall be supplied (from an approved supplier) and erected so as to indicate the appropriate street name to the reasonable satisfaction of the General Manager City Infrastructure or Manager Engineering Design and Contracts.

19. DEFECTS LIABILITY PERIOD

- (a) Applicants are required to lodge with Council, (unless Council is the construction contractor) a standard agreement to indemnify Council against any defects that occur in any infrastructure (including but not limited to road and drainage infrastructure, reserves and retention basins, etc) for a period of twelve (12) months from the date of practical completion. The date of practical completion will be the date that Council accepts the engineering works;
- (b) The standard agreement will stipulate that any/all infrastructure faults are to be rectified by the applicant or to reimburse Council the full cost of all necessary works;
- (c) Council will notify the applicant in writing of practical completion in response to a written request by the applicant;
- (d) The applicant is required to notify Council when the following stages of the engineering works have been achieved and will not proceed until such works have been approved (including appropriate testing if required) by Council:

HOLD POINTS

The following stages are considered hold points in the process of road construction for roads up to and including residential class

ROADWORKS

Stage	Testing Required
1. Cut/Fill	Proof Rolling
2. Sub-Grade Placement	95% SDD 1 test per 500m ² per layer
3. Sub-Base Placement	96% MDD 1 test per 500m ² per layer
4. Base Placement	96% MDD 1 test per 250m ² per layer
5. Final trim prior to placement of wearing course	Refer Table B construction Tolerance
6. Concrete Kerbing - Kerb base preparation prior to placement of kerbing	Visual inspection
7. Stormwater - Pipe laying prior to backfilling of trenches	Visual inspection

20. PROVISION OF POWER TO NEW ALLOTMENTS

- (a) Where any new allotment is created the provision of electricity shall only be permitted to be installed as an above ground service (i.e. through the use of stobie poles), in areas where electricity is currently provided above ground.
- (b) In areas where there is currently no above ground electricity installed and any new allotment is created Council will require that the provision of electricity shall be provided via underground cables.

21. AVAILABILITY OF POLICY

This Policy will be available for inspection at Council's principal office during ordinary business hours and on the Council's website www.mountgambier.sa.gov.au. Copies will also be provided to interested members of the community upon request, and upon payment of a fee in accordance with Council's Schedule of Fees and Charges.

 City of Mount Gambier	L130 LAND DIVISIONS	Version No:	13
		Issued:	August 2019
		Next Review:	August 2023

File Reference:	AF18/49
Applicable Legislation:	Development Act 1993; Development Regulations 2008
Reference: Strategic Plan – Beyond 2015	
Related Policies:	S115 – Fencing of Stormwater Retention Basins S135 - Streets - Naming of
Related Procedures:	
Related Documents:	Applicable Australian Standards; Road works Construction Inspection Record; Mount Gambier (City) Development Plan; Engineering Report No. 38/96

DOCUMENT DETAILS

Responsibility:	General Manager City Infrastructure
Version:	13.0
Last revised date:	20 August 2019
Effective date:	20 August 2019
Minute reference:	Council Meeting 20 August 2019 - Item 15.3
Next review date:	August 2023
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