

### 11.3 Policy (Revoke) - Access from Unsealed Rural Roads

**POLICY NAME:** DEVELOPMENT APPLICATIONS RELYING ON VEHICULAR ACCESS FROM UNSEALED RURAL ROADS

**POLICY REF:** D08

**MEETING ADOPTED:** 27 July 2006  
Resolution No. 270706/042



**POLICY HISTORY:**

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**OBJECTIVE**

To ensure that the Shire's road system is of sufficient design and standard to safely and efficiently accommodate the existing traffic and any traffic likely to be generated by a particular development.

To ensure the existing community is not unreasonably burdened by the provision and upgrading of public roads required as a result of development.

To ensure that an adequate level of public road infrastructure is provided throughout the Ballina Shire having regard for the nature and volume of traffic travelling on the road and the familiarity of drivers with local road conditions.

**BACKGROUND**

With respect to rural tourist accommodation, persons utilising these facilities are generally not likely to be familiar with the local road network (and often rural road networks in general) and accordingly, roads should be upgraded to achieve an acceptable level of efficiency and safety for all road users.

Increased traffication as a consequence of traffic generating developments on unsealed rural roads can lead to increased dust problems for land uses (particularly residences) along these roads.

Due to high seasonal rainfall in the Shire travel conditions and safety on unsealed rural roads may deteriorate quickly and unexpectedly and adversely affect the safety and efficiency of the local road network.

**Note:** Council's Section 94 Contributions Plan: Heavy Vehicle Traffic Generating Development – Maintenance & Construction of Roads (Adopted February 1996) may apply to developments which generate a significant amount of heavy vehicle traffic. Reference should be made to this Plan and to Council to ascertain whether or not it would apply in particular circumstances.

**POLICY**

The policy provides that the following developments will need to be serviced by all weather, sealed road access to the requirements and satisfaction of the Chief Engineer:

- Rural tourist accommodation and recreation establishment developments including motels, holiday cabins and bed and breakfast establishments.
- Intensive agricultural developments such as feed lots, piggeries, poultry farms and stock homes.
- Road transport terminals, truck depots and substantial mining or extractive industries.
- Any other significant traffic generating development.

The policy does not generally require that the following developments have to be serviced by all-weather, sealed road access:

- General primary industry developments.
- Low key traffic generators including home industry, home occupations, rural residences comprising single dwelling houses, dual occupancies and rural workers dwellings.

It should be noted that because each development application is assessed on its merits, there may be instances and circumstances where these generally exempted land uses will require road upgrading (ie. all-weather, sealed access) so as to ensure local road safety and efficiency or to minimise dust disturbance and nuisance to identified developments along the route.