

# Enginfra Consulting *Engineers and Project Managers*

## D Cullen – Proposed Access Malar Road, Boonie, Queensland

The horizontal curve to the immediate west of 58 Malar Road is signed with a curve warning and 60km/h advisory speed sign for westbound traffic travelling to Kingaroy. There was previously a corresponding curve warning and 60km/h advisory speed sign for eastbound traffic, however this was knocked down by a vehicle several years ago and removed by Council but has not been replaced. The horizontal alignment is estimated to have a curve radii of 130 metres and the vertical alignment of the road from west to east is a downgrade of 2-6%.

### 4 PROPOSAL

The proposal is to subdivide the existing rural residential lot as per the plan in Figure 2. The proposed access aligns with the 6 metre wide access strip that has a 10 metre frontage to Malar Road on the western side of the property.



Figure 2 – Proposed Lots 25 and 26 at 58 Malar Road (Source: ONF Surveyors)

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**5 EXISTING OPERATIONAL CONDITIONS OF THE ROAD**

Malar Road within the approaches of this site is an 80km/h speed limit zone. To the east of the property, the speed limit changes to 100km/h approximately 100 metres east of the proposed access. For vehicles travelling east on Malar Road, the alignment is a left hand horizontal curve combined with a vertical downgrade of 2-6% towards the proposed access location. This horizontal curve no longer has warning signage, however was previously signed with a curve warning and 60km/h advisory speed sign.

For vehicles travelling west on Malar Road, the alignment is a long straight with an upgrade of 2-6% leading into a right hand horizontal curve just past the proposed access location. This horizontal curve has a curve warning and 60km/h advisory speed sign located 175 metres east of the proposed access location before the change in speed limit down from 100km/h to 80km/h.

For the purposes of this sight distance assessment at the proposed access location, an operating speed of 75 km/h has been adopted, as the section operating speed resulting from the low radius horizontal curve combined with the vertical geometry for vehicles decelerating into the curve will be between 70-75km/h.

**6 ACCESS ASSESSMENT**

A site inspection was undertaken on Thursday 15/9/2022 between 9-10am during clear and dry weather conditions. A vehicle was positioned off the sealed road formation and person located at the proposed access location in accordance with SBRC drawing 00049 Rev B, 6.0m from the centreline of the westbound traffic lane. On Thursday 13/10/2022 between 1-2pm, a vehicle was positioned at 7.0m from the centreline of the westbound traffic lane to further assess sight distance from the west. From both inspections, sight distances measured to the proposed access are as follows:

East 180 metres  
West 115 metres

Minimum stopping sight distance required in accordance with Austroads Guide to Road Design for the western downhill approach are as follows:

Reaction time (s)	R <sub>t</sub>	2.0
Speed (km/h)	V	75
Deceleration coefficient	d	0.36
Slope (% , + for up, - for down)	a	-6.0
Stopping Sight Distance (m)	SSD	<b>115</b>

By comparison, using an operating speed of 70km/h and reaction time of 2.5 seconds, the stopping sight distance is the same when rounded up to the nearest 5 metres:

Reaction time (s)	R <sub>t</sub>	2.5
Speed (km/h)	V	70
Deceleration coefficient	d	0.36
Slope (% , + for up, - for down)	a	-6.0
Stopping Sight Distance (m)	SSD	<b>113</b>

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A reaction time of 2.0 seconds has been used to assess the western approach at an operating speed of 75km/h, which is the general minimum as per Austroads Guide to Road Design, as drivers will be more alert than normal and decelerating into the sub-standard horizontal curve. In conjunction with this reduced reaction time, warning signage is recommended to be installed on this western approach to further alert drivers of the proposed access.

For the east approach, South Burnett Regional Council standard drawing 00049 RevB requires a safe sight distance of 179 metres for speed limit of 100km/h which is achieved.

The photo in Figure 3 shows sight distance of 130 metres from the east, whilst in Figure 4 shows sight distance of 180 metres also from the east, given the initial approach is within the 100km/h speed limit zone. The photos in Figures 5 and 6 show the sight distance of 115 metres from the west.

The small trees located on the inside of the curve 25 – 30 metres west of the proposed access within the road reserve are recommended to be removed in conjunction with the access construction to substantially improve approach visibility to the west. The trees recommended to be removed are shown in Figure 7. The proposed location of the access is shown in Figures 8-10. Photos in Figures 11 and 12 show the sight lines from the proposed access location 6-7 metres from the centre of the nearest traffic lane.

The access construction will require the installation of a suitably sized culvert or pipe and driveway cross section with excavation into the property for the lengths and grades as per standard drawing 00049 Rev B. The contractor engaged to undertake the driveway construction will need to ascertain the depths of telecommunications cabling evident in this location prior to commencing any excavation.

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Figure 3 – Sight Distance of 130 metres to proposed access from the east 2x zoom for clarity



Figure 4 – Sight Distance of 180 metres to proposed access from the east 2x zoom for clarity

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Figure 5 – Sight Distance of 115 metres to proposed access from the west



Figure 6 – Sight Distance of 115 metres to proposed access from the west 2x zoom for clarity

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Figures 7 – Small trees to be removed to improve visibility west of the proposed access



Figure 8 – Location of the proposed access from west

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Figure 9 – Location of the proposed access from north



Figure 10 – Location of the proposed access from east

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Figure 11 – Looking west from the proposed access location 6 metres from centre of traffic lane



Figure 12 – Looking east from the proposed access location 6 metres from centre of traffic lane



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### **7 CONCLUSION**

This report has outlined the assessment undertaken of sight distance for the location of a rural residential property access for proposed lot 26 at 58 Malar Road, Booie. The operational conditions of the road were assessed to determine an operating speed of 75 km/h in the section of Malar Road on the approaches to the proposed access location, on the basis of the speed limit governing approach speed and road geometry. The initial approach to the proposed access from the east is within a 100km/h speed limit and reduces to 80km/h approximately 100 metres from the proposed access location and as such, assessment of this higher approach speed from the east has also been assessed.

An operating speed of 75km/h requires a stopping sight distance of 115 metres using a reaction time of 2.0 seconds and downgrade of 6% as per Austroads Guide to Road Design. Assessment of the proposed access location demonstrated a minimum sight distance of 115 metres is achieved from the west. Sight distance of 180 metres was also demonstrated from the east, as vehicles will be decelerating from a higher operating speed of 100km/h from this eastern approach.

In conjunction with the use of a reduced reaction time of 2.0 seconds, albeit the general minimum accepted for this type and geometry of road section, it is also recommended that new Concealed Driveway warning signage be installed on the western approach on Malar Road. Signs recommended to be installed on a single post 150 metres west of the proposed access location are as follows:

- 1 x TC1590 (B) – CONCEALED DRIVEWAY (warning sign)
- 1 x TC1511 (B) – ON RIGHT 150m (supplementary plate)

To further improve visibility and safety of the proposed access, several small trees on the inside of the horizontal curve 25-30 metres west of the proposed access are also recommended to be removed and poisoned at the time of driveway construction.

A 10 metre long break in the double white lines marked in the centreline of Malar Road will also need to be made corresponding with the driveway location in accordance with Council's requirements, generally by blackening out the white lines with suitable black road marking paint.

Undertaking these works will provide a safe property access for proposed lot 26 and road users in this immediate location.

Albeit outside the scope of this report and considered separate to the subdivision application, it is advised that South Burnett Regional Council assess the need for the installation of new curve warning and advisory speed signage on the western approach to the horizontal curve in this location, as currently exists on the eastern approach.

### **END OF REPORT**



FORM: CS-F055-V1  
 Planning and Land Management - Planning

## Public Submission Form

**PRIVACY NOTICE:** SOUTH BURNETT REGIONAL COUNCIL IS COLLECTING YOUR PERSONAL INFORMATION FOR THE PURPOSE OF PROCESSING THIS FORM. COUNCIL WILL RETAIN THESE DETAILS FOR THE PURPOSE OF CONTACTING YOU WITH REGARDS TO ANY COUNCIL RELATED MATTERS. YOUR PERSONAL DETAILS ARE HANDLED IN ACCORDANCE WITH THE *INFORMATION PRIVACY ACT 2009* AND WILL BE USED FOR THE PURPOSES OF RESPONDING TO YOU AND WILL NOT BE DISCLOSED TO ANY OTHER PERSON OR AGENCY EXTERNAL TO COUNCIL WITHOUT YOUR CONSENT, UNLESS REQUIRED OR AUTHORISED BY LAW.

This form has been provided to assist you in lodging a submission with respect to a development application however; a signed letter or email is acceptable. The *Planning Act 2016* states that only a 'properly made submission' will be considered. A 'properly made submission' **MUST:-**

- Be signed by each person (the submission-makers) making the submission;
- Be received during the notification period;
- State the name and residential or business address and be signed by each person who made the submission;
- State clearly your objections to, or support for the proposed development; and
- Be made to South Burnett Regional Council via mail, fax or email to [info@southburnett.qld.gov.au](mailto:info@southburnett.qld.gov.au).

1) Application Details	
Proposal description	Access point
Applicant's name	D & K Cullen
Application number	RAL22/0023
Address of application	58 Malar Road, Booie 4610
2) Grounds for Submission <i>(Please attach more pages if required)</i>	
Access point proposal • according to the proposal found on the council website, there is an intention to introduce an access point along the boundary line of 52 (my residence) & 56•58 Malar Road with a width of 6meters. Along that boundary line are multiple power poles • are these to be relocated, if so, at who's cost? Based on the images included in the proposals, it appears that there would be sufficient space on the opposite side of the property for there to be a shared access point • has this option been considered & if so, why was it declined?	
3) Details of Submitter/s	
Submitter/s name/s	Kate Mashford•Francis
Postal address	PO Box 955, Kingaroy Q 4610
Residential address	52 Malar Road, Booie 4610
Signature	
Date	11.10.2022

**Submissions are not confidential and may be made available through the public scrutiny process.**

**NOTICE ABOUT DECISION – STATEMENT OF REASONS**

*The following information is provided in accordance with Section 63(4) & (5) of the Planning Act 2016*

The development application for:

<b>Type of Approval</b>	Reconfiguring a lot – Development permit
<b>Level of Assessment</b>	Impact
<b>Application No</b>	RAL22/0023
<b>Name of Applicant</b>	D Cullen C/- ONF Surveyors
<b>Street Address</b>	58 Malar Road, Booie
<b>Real Property Address</b>	Lot 22 on SP160448

On 25 January 2023 the above development was:

- Approved in full, with conditions.

**1. Reasons for the Decision**

The reasons for this decision are:

- The proposal meets the purpose of Rural Residential Zone and Overall Outcomes and has been conditioned to comply with OO(i) of the zone code;
- The proposal meets the purpose of the Reconfiguring a Lot Code and Overall Outcomes, and conditions of development are imposed to ensure compliance;
- The proposal whilst for lots less than 2Ha are not inconsistent with the settlement pattern of this Rural Residential Zone within the Rural Living area of the Wide Bay Burnett Regional Plan in this location in Booie and can be supported under the policies and strategies of the Strategic framework and Regional Plan;
- The site has good access to services and is connected with all necessary utilities expected for the subject site in this locality to warrant approval of the lots less than 2ha on its own merits.
- The development complies with all applicable State Planning Policy 2017 matters.
- 

The proposal is compliant with the relevant provisions of the Assessment Benchmarks

**2. Assessment Benchmarks**

The following benchmarks apply to this development:

- Rural Residential Zone Code
- Reconfiguring a Lot Code
- Services & Works Code

**Note:** Each application submitted to Council is assessed individually on its own merit.

**18 INFORMATION SECTION**

Nil

**19 QUESTIONS ON NOTICE**

**19.1 COMPLIANCE STATISTICS**

**File Number:** 25-01-2023

**Author:** Manager Environment and Planning

**Authoriser:** Chief Executive Officer

The following question on notice was received from Councillor Potter.

**Question**

That a report be brought back to the January 2023 Ordinary Meeting with a breakdown of compliance CRM's of Residential compared to Rural Residential.

**Response**

Please find below statistics for dog related enquiries and complaints generated from Council's customer request system from 1 October 2022 to 17 January 2023.

- Residential properties – 198 requests
- Rural residential properties – 119 requests

A further breakdown of the nature of the enquiries / complaints is also provided below.

	<b>Residential</b>	<b>Rural Residential</b>
Animal Attack	17	8
Animal Registration	31	39
Animals - Breach of Regulations / Local Laws	6	2
Animals - Cat Trap hire	2	0
Animals - Excess Animal Enquiry	1	0
Animals – Found / Wandering (Domestic Only)	52	18
Animals - Noise Complaints	40	5
Animals - Odour Complaints	1	0
Animals - Other Enquiry (Domestic)	30	42
Animals - Report Lost	1	0
Animals - Report Menacing / Aggressive	17	5
	<b>198</b>	<b>119</b>

**RECOMMENDATION**

THAT the response to the question regarding the breakdown of compliance CRM's for residential and rural residential areas raised by Councillor Potter be received and noted.

**ATTACHMENTS**

Nil

**19.2 AUDIT FEE**

**File Number:** 25/01/2023  
**Author:** Manager Finance & Sustainability  
**Authoriser:** Chief Executive Officer

The following question on notice was received from Councillor Kirstie Schumacher.

**Question**

The Audit Fee that is listed in the report was it budgeted for in this year's budget?

**Response**

*The amount incorporated in the 2022-2023 budget for the yearly audit was \$152,000. The audit fee indicated by QAO in the 2022 final management letter was also \$152,000 (excl GST) and therefore this is on target.*

*The only additional fee that has been incurred during the 2021-2022 audit, and wasn't budgeted for, was \$7,500 for the audit of the Drought Communities Programme Grant. This was a requirement of the acquittal and was outside of the scope of works agreed to as part of the yearly \$152,000.*

**RECOMMENDATION**

THAT the response to the question regarding Audit Fees raised by Councillor Kirstie Schumacher be received and noted.

**ATTACHMENTS**

Nil

**20 CONFIDENTIAL SECTION**

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**OFFICER'S RECOMMENDATION**

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 254J of the *Local Government Regulation 2012*:

**20.1 Consideration for remission on rates - Assessment 14513-00000-000**

This matter is considered to be confidential under Section 254J - d of the Local Government Regulation, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with rating concessions.

**20.2 Gift of land to the South Burnett Child Care Centre at Kingaroy**

This matter is considered to be confidential under Section 254J - g of the Local Government Regulation, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government.

**21 CLOSURE OF MEETING**