

CORPORATE – TOWN PLANNING

INFRASTRUCTURE PLANNING AND PROVISION

3.3	INFRASTRUCTURE PLANNING AND PROVISION	
POLICY	The Katherine Town Council adopted the document “Guidelines for Road Works, Stormwater Drainage and Street lighting in 1994, as its engineering standards for the development of subdivisions in Katherine.	
Council Adoption Date:		
Related Policies:	Developer Contributions, Car Parking Waivers	
Responsible Officer		
Procedure Reviewed:	02/2003	
POLICY PROCEDURE	<p>The following table should be used to determine Councils policy and relevant service levels for the provision and maintenance of particular types of infrastructure.</p> <p>This table should be read in conjunction with the Documents “Guidelines for Road Works, Stormwater Drainage and Subdivisions in Katherine” and “Katherine Town Council Review of the Developer Contributions Plan.</p>	
	Infrastructure Policy Statement	Service Level
	Battle Axe Blocks	
		1) Council will raise an issue of concern when requested to comment on applications proposing battle-axe block

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<p>Council's policy in regard to the development of battle axe blocks falls into two main areas:</p>	<p>developments with the Town area, and that Council's concerns will be based on the fact that it considers their development as being contrary to sound town planning principles.</p> <p>2) Council would not usually have any issues of concern for the development of battle-axe blocks within the rural area, providing their access corridors are less than 250 meters in length and no more than two parallel corridors are required.</p>
<p>Footpath/Cycle Ways</p>	
<p>Council will provide and maintain footpath/cycle ways as appropriate and where possible in conjunction with the guidelines for road works, stormwater drainage and streetlighting for subdivisions in Katherine.</p>	<p>All Footpath/Cycle Ways located in road reserves shall be in accordance with relevant guidelines. Footpath/Cycle ways may be required in parklands and reserves where necessary to provide links within the development to the area network.</p>
<p>Building – Building Inspection Powers</p>	
<p>Council make strong moves for three gradual devolution of the Planning Act responsibilities to Local Government.</p>	
<p>Delineation Central Business District</p>	
<p>Council believes that the Central Business District for Katherine should be both sides of the Stuart Highway and that area from the High Level bridge to Lindsay Street should not be declared under the Town Planning Act, because this would remove the responsibility of developers to provide car parking.</p>	

Crossings/Signage – Uniform Standard Crossing and Regulatory Signs

Council seeks as opinion as to the viability or otherwise of a uniform standard pedestrian crossing. A uniform children's crossing or a regulatory sign (ie: stop or give way signs) from the Road Safety Council of the Northern Territory, prior to considering any application and crossings that are approved by Council are to be installed pursuant to the relevant Australian Standard.

All regulatory signs and crossings shall be installed pursuant to the relevant Australian Standards.

Disabled Car Parking Bays

That council encourage the Department of Infrastructure Development and Planning to maintain adequate disable car-parking bays in the main street of Katherine.

Council own and maintain all disabled car parking bays within the Katherine municipality. With the exception of the Main Street, which is under the control of the Northern Territory Government.

- 1) Pursuant to Council's delegation under the Northern Territory Road Traffic Act, Council levy a fine, as determined by Council, against persons parking within disabled parking bays without a Council issued permit within the municipality.
- 2) Council maintains a Disabled Parking Permits register; permits are issued to applicants on provision of the appropriate medical evidence.
- 3) Council encourage the establishment of disabled parking pays within appropriate developments containing private carparking facilities, and that the degree of disabled carparking provided should be in accordance with the relevant Australian Standards.
- 4)

Footpath and Road Verges	
Council is responsible for the maintenance of the area of land known as the “Footpath” or “Road Verge”, which is the area of land between the kerb and channel, or other carriageway edge and the property alignment.	Council will maintain footpaths and verges associated with roads that come under its control pursuant with Section 131 of the Local Government Act.
Residents of dwellings adjacent to the road verge or footpath may develop and maintain that area subject to certain conditions	<ul style="list-style-type: none"> a) Residents may plant trees on footpaths and verges subject to approval of location and tree species by Council. Council maintains a schedule of approved tree species suitable for planting on footpaths and verges, which must be used as a guide when selecting trees. b) On any verge where a sealed or concrete footpath exists, no planting other than grass or an approved ground cover is to be carried out, any ground cover when fully developed may overhang the footpath by not less than 2.5m. c) On any verge where no formal footpath exists, no planting other than ground cover is to be carried out, such that the fully developed planting may overhang a strip 2m wide from the property boundary at less than 2.5m height. d) The surface on verges is to be properly maintained grass lawn or an approved ground cover. All verge landscaping, with the exception of lawn, is to be approved by the Works Manager. e) All grass and weeds, etc, on verges may be poisoned provided the bare area is well-bound soil and unlikely to present a dust problem or the in situ material is excavated and replaced with a clean sand. If there is no formal footpath where this treatment is to be carried out, a strip 2m wide from the property boundary is to be maintained at all times in a condition suitable for pedestrian use. f) As an alternative to the sand infill in (e) above, pine bark, wood chip of

	<p>tine crushed rock no greater than 7mm in size may be used with a plastic membrane underlay, Where this treatment is used, all edges of the area covered in pine bark/wood chip are to be protected with a concrete or timber edge set generally at the height of the existing verge. Footpath treatment is to be as in (e) above.</p> <p>g) The following treatments are unacceptable on verge areas:</p> <ol style="list-style-type: none"> i. Edges or surrounds in rock, timber or the like which are likely to cause a danger to pedestrians. ii. Loose rocks, timber or crushed rock in excess of 7mm sieve size. iii. Barricades (other than temporary to protect newly grasses areas) or other obstruction to pedestrian use. <p>Residents who are granted permission to develop footpaths and road verges are responsible for the maintenance of the developed area.</p> <p>Council will remove developments that are not maintained by the residents.</p>
Industrial Development	
<p>It is the policy of Council that all Industrial Development within Katherine should occur within the Crawford Street Industrial Development Site, or at any other sites as approved by Council.</p>	
Onsite Caretakers – Caravan Habitation	
<p>Council has issues of concern with the use of caravans as long term habitation for caretakers in those zonings that allow “Caretaker Dwellings” in the Katherine Town Plan or the Katherine Rural Area Plan.</p>	