



## **DIRECTOR SHIRE SERVICE'S REPORT**

9<sup>th</sup> August 2005

**DSS5 SWAN LANE, COLLOMBATTI  
FILE: 153 (292114) NJT**

Council, at its Special Meeting of 21 July 2005 resolved, in part

**"That the Director Shire Services resubmit the report on Swan Lane for reconsideration".**

The report presented to Council on 10 May 2005 is below:

**"SUMMARY:**

**Reporting on a request to dedicate Swan Lane, Collombatti, as a Public Road.**



Council has received a letter from Mr Bruce McCullough representing owners in Swan Lane, Collombatti, requesting that consideration be given to Council taking over Swan Lane, which is presently a Crown Road under the care and control of the Department of Lands.

As has been reported previously, requests are continually being received for Council to extend its maintained road network to include crown roads similar to Swan Lane.

The residents of Swan Lane wish to carry out some minor roadworks including some drainage works. Approval has been granted by the Department of Lands only to place gravel and lightly grade the road. These works would only provide a temporary solution without drainage improvements.

In the mid to late 1980's, Council approved a number of subdivisions off Swan Lane. Due to Council's policy for access to rural subdivisions a series of Rights of Carriageway have been approved during the subdivision process to gain legal access. A copy of a compiled plan showing these Rights of Carriageway is attached [\(Appendix D\)](#).

Access to these properties has been an issue for a number of years. Attached is a copy of a report submitted to Council on 8<sup>th</sup> August

1995 [\(Appendix E\)](#). This report sets out the complicated series of accesses to the lots concerned, which in practice are not practical.

Access to these properties would be better served by dedicating the first 1.5km of Swan Lane as a Public Road under the care and control of Council.

The residents have indicated that they do not require a high standard road, but due to current litigation issues with sub-standard roads, this is not considered to be the appropriate option.

It is normal policy for Council to require a road to be constructed to an acceptable standard before Council would consider having the road dedicated as a public road and accepting ongoing maintenance responsibility for the road.

The section of Swan Lane is 1.50kms in length and services five permanent residences.

The residents have indicated that they are willing to contribute towards the cost of upgrading the road. The cost of upgrading of the road should be at the full expense of the applicants. The estimated cost to construct the road to Council's minimum standard is \$25,000. Further discussions are currently taking place to ascertain if the residents would be willing to contribute to the full cost of the upgrade.

If Council were to consider taking over the road, then consideration would need to be given to budget for the future ongoing costs. It is estimated that ongoing annual maintenance costs for unsealed roads (allowing for future gravel resheeting and maintenance grading) is \$3,500 per km. The total life cycle cost for 1.5km is \$5,000 per annum.

It is recommended that Council approach the landholders with an estimate of cost for the upgrade of the first 1.5km Swan Lane to a minor road standard, and that, subject to the landholders meeting the cost, the Department of Lands be approached to convert the road from Crown Road status to a Dedicated Public Road, and that this section of road be added to the maintained length of roads.

## **REPORT IMPLICATIONS:**

### ▪ ***Environmental Implications***

***The environmental implications from the following recommendation would be that the existing erosion problems could be addressed.***

### • ***Social Implications***

***The social implications from the following recommendation is that the residents would gain a safe all weather road access to their properties.***

- *Economic (Financial) Implications*

*The financial implication from the following recommendation is that \$5,000 would need to be added to the budget to cover whole of life costs for this additional length of unsealed road.*

- *Policy or Statutory Implications*

*There are no policy or statutory implications.*

- *Director's Review*

*Rarely can the dedication of a Crown Road in poor condition be supported. However, given the number of benefiting properties and the number of Rights of Carriageway in the area previously approved by Council, this section of road should be accepted if significant contributions are received from the benefiting landowners.*

**RECOMMENDATION:**

**That the landholders be approached with an estimate of cost for the upgrade of the first 1.5km Swan Lane to a minor road standard, and that, subject to the landholders meeting the cost, the DLWC be approached to convert the road from Crown Road status to a Dedicated Public Road, and that this section of road be added to the maintained length of roads."**

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**K J Finnie**  
**DIRECTOR SHIRE SERVICES**