

In reply to your request for assistance regarding changing a private driveway for business use.

We understand that Main Roads are requiring significant and costly changes against your request. We have looked into this for you and have the following advice.

The main problem is the addition of the "Driveways Section (3) of the Guide to Road Design. This section was extensively revised relatively recently (**Feb 2012**) and from now on **ALL** entrances onto roads designated as "Main Roads" now fall under these rules.

So firstly – existing residential or business driveways (prior to Feb 2012), may be retained but would be reviewed in the event of a redevelopment – so you would be able to keep both driveways for private use. However because you're applying for a "change of use" that constitutes a "redevelopment" and so becomes a "New Driveway" – see section 3.3 below.

It doesn't matter what the speed limit is or whether it's a residential or business use – the rules are the same. This means that you have to put in a completely revised driveway at your cost using up your own land frontage which then becomes the "responsibility" of main roads – which essentially means they take over ownership of that piece of frontage.

Please see the relevant sections below with highlights in the relevant paragraphs:

3. APPLICATION (Added Feb 2012)

3.1 Applicable Routes

This guideline applies to routes designated as State roads.

Driveways to a Freeway or road with declared Control of Access shall NOT be permitted unless otherwise approved (eg Bus train interchange). **Maps of State roads can be located on the Main Roads website under State Road Network Mapping System.** For access to roads not under Main Roads control the relevant Local Government should be contacted. However if a driveway located within 50 m of a traffic signal controlled intersection, then a copy of the driveway application shall be submitted to the relevant Main Roads Regional Manager.

3.2 Existing Driveways

3.2.1 Non-Conforming Driveways

Existing driveways which do not meet the requirements of this Guideline, **may be retained, but shall be reassessed in the event of a redevelopment** of the site.

3.2.2 Redundant Driveways

Driveways made redundant through redevelopment shall be removed and the road reserve reinstated at the property owner's cost and to the satisfaction of the Regional Manager.

3.2.3 Unapproved Driveways

Main Roads may require unapproved driveways to be removed and the road reserve reinstated at the property owner's cost and to the satisfaction of the Regional Manager.

3.2.4 Driveway Modifications

Modifications to existing driveways shall comply with the requirements for new driveways.

3.3 New Driveways

3.3.1 Number of Driveways

Generally, a property will only be permitted one driveway onto a State road. More than one driveway may be permitted in the following situations:

Large generators/attractors of vehicles that are not corner locations, eg regional shopping centres, service stations.

Lots with frontage in excess of 1 km. Where two driveways are permitted, their design should ensure they will both operate safely.

3.3.2 Internal Turn Around Facility

A new driveway shall incorporate an internal turn around facility or area that enables vehicles to turn around and exit the driveway in a forward direction onto a State road. A modified driveway should include provision of a turnaround facility.

3.3.3 Location

Driveways shall be carefully located to avoid the creation of a hazard to the through movement of traffic, pedestrian and cyclists, and to minimise damage to road verge vegetation. The driveway and its turnout radii shall be contained within the frontage of the lot defined by extension of the lot's side boundaries to the road pavement. Driveways should be located as far as practical from intersections to minimise points of conflict and confusion and to improve safety. Locating driveways opposite the terminating road of a T-junction or opposite median openings for legal U-turn purposes should be avoided. Driveways should be located a minimum distance from intersections as shown in AS 2890.1 Parking Facilities - Part 1: Off Street Parking at Figure

3.1. Driveways to parking facilities should also to meet the requirements of AS 2890.1 Section 3.2.3. Logging tracks, quarry tracks, haul roads and similar temporary access points shall be treated in the same way as driveways. Driveways should be as near to 90o to the road centreline as site conditions will permit. In special circumstances this may be reduced to an absolute minimum of 70o to the road centre line.

3.3.7 Auxiliary Lanes

A left and/or right turn auxiliary lane shall be provided at property owner's cost in accordance with....

The whole left turn auxiliary lane shall be located within the property frontage, unless written approval from affected property owners is provided. Upon opening to traffic, auxiliary lanes shall become the responsibility of Main Roads.

For the full document follow this link:

<https://www.mainroads.wa.gov.au/BuildingRoads/StandardsTechnical/RoadandTrafficEngineering/GuidetoRoadDesign/Pages/Driveways.aspx#TOCh610>

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