

Australian/New Zealand Standard™

**Geographic information—  
Rural addressing**

## **AS/NZS 4724:2000**

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# Australian/New Zealand Standard™

## **Geographic information— Rural addressing**

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## PREFACE

This Standard was prepared by the Joint Standards Australia/Standards New Zealand Committee IT/4, Geographical Information. It is based on a draft prepared by the Australia New Zealand Land Information Council.

The objective of this Standard is to provide local government and other organizations with the means to allocate a universal and unique form of identification for access points to rural properties.

This form of rural addressing provides a simple and unique means of identifying and locating properties in rural areas. It is a logical and consistent solution to property addressing in rural areas.

This Standard describes an addressing system for rural roads which, if universally adopted, would obviate the need for individual agencies to create disparate systems.

A national system of rural addressing requires positive property identification through connection to a trafficable road. With rural properties, it is considered preferable if this is achieved using a systematic numeric convention.

The basic elements of the model are those of the 'Corio Model', as developed in the Victorian Shire of Corio, and the 'Wanneroo Model' (City of Wanneroo, Western Australia). The Corio Model has also been used in other Australian States and in New Zealand. An overview of the model is in the Foreword.

Section 2 describes the requirements in detail.

Section 3 is an interpretation of the requirements and a guide for the uniform application of the model.

Appendix C is concerned with the implementation of a scheme and is based upon experience gained by local government councils that have already introduced rural addressing.

While it is necessary to ensure a consistent approach by councils across each jurisdiction, there is sufficient latitude to allow different means of implementation. The model provides the means to address properties, and has the flexibility to cater for the addressing of other features if required.

For those councils that have already implemented a system, the adoption of this model may result in inconsistencies in addressing. The preferred outcome would be for existing systems to be modified to match the national model. The resolution of this will be in the hands of the councils concerned; however, it is critical that new schemes follow the model and that short-term expedients do not result in the corruption of the model in order to achieve a local agreement with a prior scheme.

Rural addressing has significance for local communities but the greatest benefits will be derived through the linking of individual projects into a nationwide system.

The term 'informative' has been used in this Standard to define the application of the appendix to which it applies. An 'informative' appendix is only for information and guidance.

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## FOREWORD

### OVERVIEW OF THE ADDRESSING SYSTEM

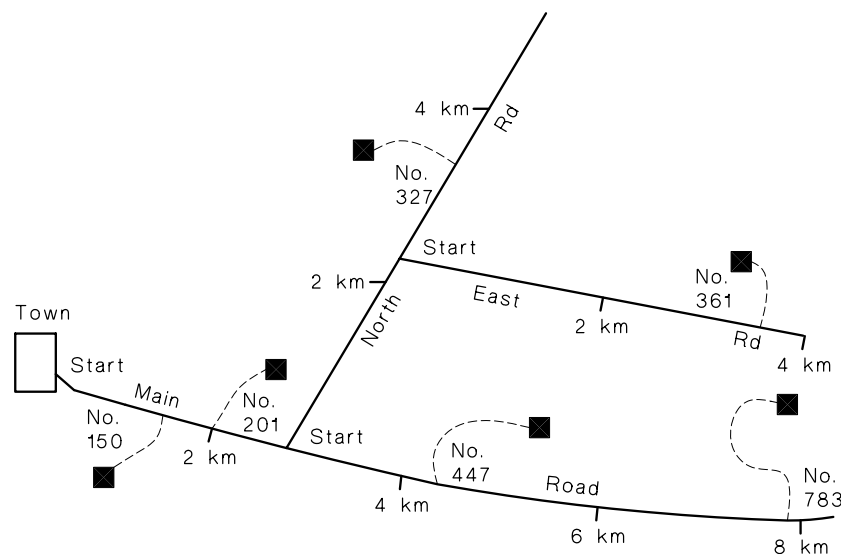
The rural addressing model in this Standard sets out a system for allocating rural address numbers in a logical sequence based on the distance of the property access points from the nominated start of a road.

The rural address number is based on 10 m intervals from the nominated start of the road. The rural address number is obtained by dividing the distance in metres from the start point by 10. Addresses on the left-hand side of the road are allocated an odd number and addresses on the right-hand side are allocated an even number. For example, a property access point on the left-hand side, 3270 m from the start of the road has rural address number 327 and a property on the right-hand side, 1500 m from the start of the road, has rural address number of 150 (see Figure). The assigned numbers are then made available on uniform style numeral plates which are then permanently fixed at the property access point.

In the rural address system, it is important that the start of a road is recognized by a well-defined feature such as the centre of an intersection. To assist users and realize the benefits, it would be necessary to signpost the start of all addressing and to maintain such signage.

To implement the model, all roads in the area require assignment of names.

The system is not intended to cater for water frontage addresses.



### EXAMPLE OF THE USE OF THE RURAL ADDRESS SYSTEM

#### BENEFITS

The benefits of this system are the following:

- (a) It is an easily understood convention.
- (b) It is based on distance and, consequently, benefits all users, including emergency and utility services.
- (c) It has sufficient flexibility to handle future land subdivision.

Rural addressing will benefit—

- (i) *councils*—by improved administration and service delivery;
- (ii) *emergency services*—by being able to locate the emergency;
- (iii) *commercial interests*—improved delivery of goods and services; and
- (iv) *the community*—by a vast improvement in the provision of the abovementioned services.

## STANDARDS AUSTRALIA/STANDARDS NEW ZEALAND

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**Geographic information—Rural addressing**

## SECTION 1 SCOPE AND GENERAL

**1.1 SCOPE**

This Standard establishes requirements and provides guidelines for a comprehensive rural addressing system. It identifies the elements of the system and provides guidelines for the application of those elements to various road patterns and road classifications found in rural areas.

**1.2 APPLICATION**

Rural addressing applies to the addressing of all properties that lie outside the limits of an urban property numbering system. Remote pastoral regions without connection to a trafficable network may be excepted.

**1.3 REFERENCED DOCUMENTS**

The following documents are referred to in this Standard:

## AS

- 1742 Manual of uniform traffic control devices
- 1742.2 Part 2: Traffic control devices for general use Traffic control devices for general use
- 1742.5 Part 5: Street name and community facility names signs
- 1744 Standard alphabets for road signs

## AS/NZS

- 1906 Retroreflective materials and devices for road traffic control purposes
- 1906.1 Part 1: Retroreflective materials

Land Transport Safety Authority, New Zealand, Guidelines for street name signs

**1.4 DEFINITIONS**

For the purpose of this Standard the definitions in the referenced documents and those listed below apply.

**1.4.1 Crown road (public or government roads)**

A road that is declared to be a crown road under provisions of appropriate road legislation. The land in these roads is vested in the crown, and for the major part comprise roads left as reserve roads or boundary roads in the subdivision, measurement or granting of crown land.

**1.4.2 Datum point**

That point on a road which marks the zero starting point for the measurement of rural address distances along the road.

**1.4.3 Focal locality**

A locality that contains a terminal point.