INTRODUCTION

The purpose of this Policy is to ensure that vehicle access for residential development within the Town does not adversely impact on neighbourhood safety and amenity while providing adequate access to residential properties.

Minimising the number of crossovers reduces the level of conflict along busier roadways, and creates additional space for street trees, pedestrian crossings and on-street parking.

This policy aligns with the objectives of the Town's Strategic Community Plan and Urban Forest Strategy to increase vegetation and tree canopy cover to benefit residents of the Town's urban ecosystems.

OBJECTIVES

- To minimise the number of vehicle crossovers for residential developments;
- To encourage attractive streetscapes and enhance neighbourhood amenity by reducing the amount of hardstand and paving that occupies the verge area;
- To ensure safe vehicle access to and from residential properties;
- To ensure safety and amenity for cyclists or pedestrians in the public realm;
- To minimise any impact on existing street trees and verge infrastructure;
- To provide verge space for new street trees and other verge treatments.

DEFINITIONS

Crossover means the vehicle accessway within the verge, between the kerb line and the property boundary (excluding the footpath).

Driveway means the portion of the paved vehicle access way within the property boundary, excluding any associated landscaping or pedestrian path on either side.

Lot means (a) for a Single House, a 'lot' as defined under the *Planning and Development Act 2005*, as amended; or (b) for Grouped and Multiple Dwellings, the 'parent lot' as defined under the Residential Design Codes.

Redundant Crossover means a crossover that is no longer connected with an internal driveway.

Verge means the section of the road reserve between the property boundary and the road kerb line.

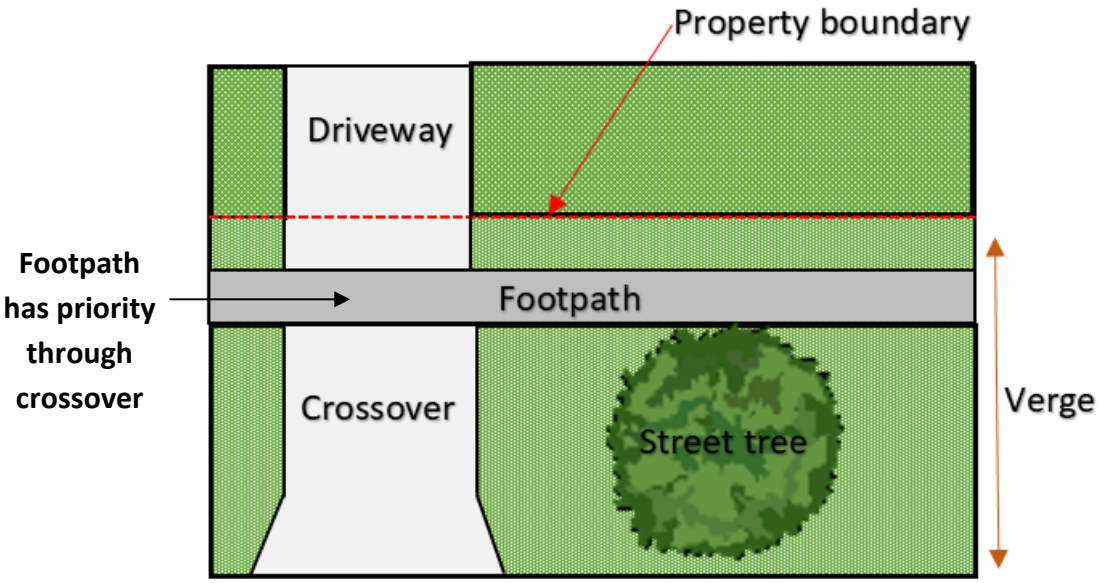


Figure 1 – Crossover and Driveway Arrangements

RELATIONSHIP TO OTHER INSTRUMENTS

The deemed-to-comply standards detailed in Clause 5.3.4 and 5.3.5 of State Planning Policy 7.3 Residential Design Codes Volume 1 (R-Codes) apply to Single Houses and Grouped Dwellings. This policy does not (and cannot) amend these standards.

Development is to satisfy the requirements of the R-Codes as follows:

a) Clause 5.3.4 and 5.3.5 of State Planning Policy 7.3 Residential Design Codes Volume 1 applies to Single Houses and Grouped Dwellings; and
b) Element 3.8 of State Planning Policy 7.3 Residential Design Codes Volume 2 applies to Multiple Dwellings and/or Mixed Use.

This policy contains provisions that either:

a) Address additional matters not covered by the R-Codes; or
b) Clarify the Town's interpretation of certain deemed-to-comply standards of the R-Codes; and
c) Provides guidance on alternatives to the deemed-to-comply standard which Council accepts as meeting the relevant Design Principle.

POLICY REQUIREMENTS

1. <u>Number of Crossovers</u>

Single Houses and Grouped Dwellings

1.1 For the purpose of clause 5.3.5 C5.1 of the Residential Design Codes Volume 1, vehicle access is to be limited to a maximum of one vehicle crossover per lot including where there is more than one dwelling on the lot (see Figure 2 and Figure 3).

Separate crossovers and vehicle access for individual dwellings shall not be permitted (see Figure 2).

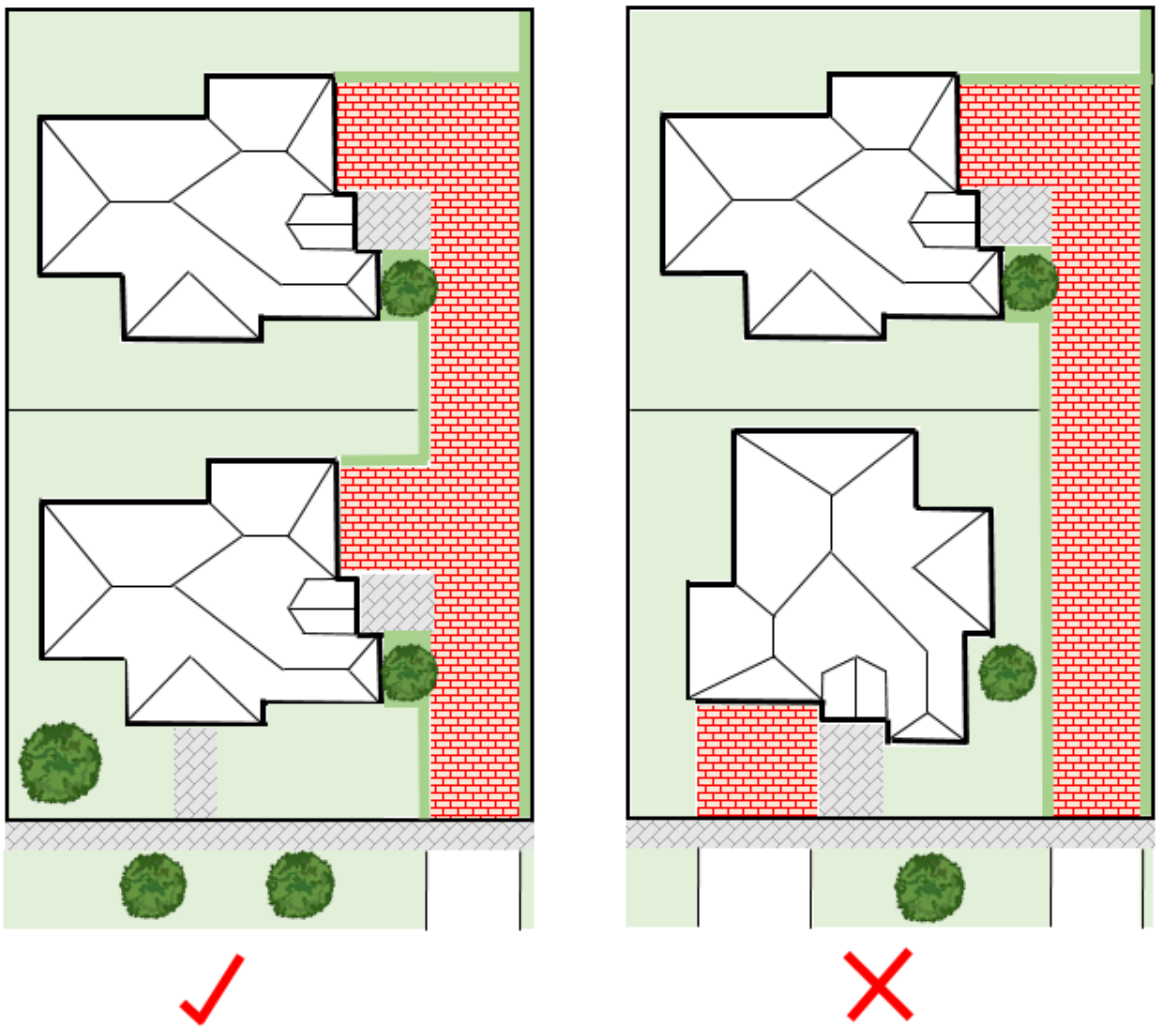


Figure 2 – Vehicle access to Dwellings in a Front to Rear Arrangement

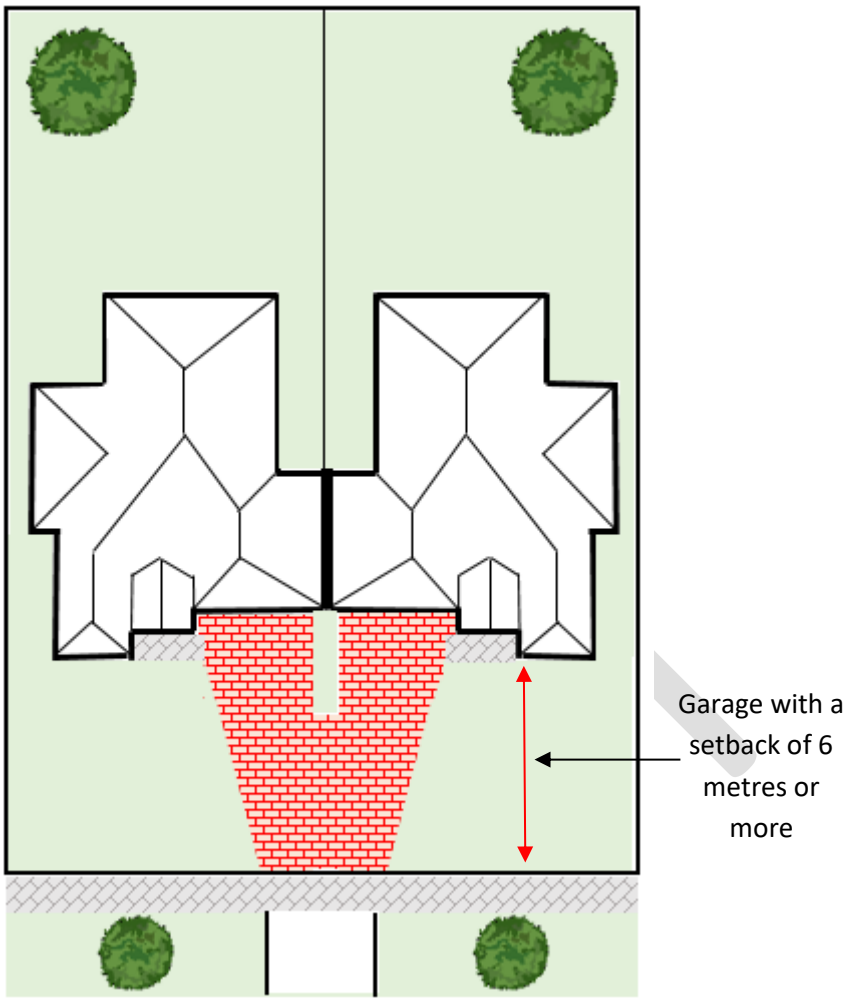


Figure 3 –Dwellings in a Side by Side Arrangement with lot frontage less than 20 metres

1.2 The following exceptions to clause 1.1 apply:

(a) For the development of two or more dwellings in a 'side-by-side' arrangement on a lot that has a frontage of 20.0m or more.

(b) For the development of a dwelling(s) which has frontage to, and legal access to use a right-of-way. Note: Local Planning Policy No. 7 – *Development and Vehicle Access to Properties Abutting Rights-of-Way* applies.

(c) For the development of a dwelling(s) on a corner lot.

(d) Where a subdivision approval issued by the WAPC does not include an area of common property (or the like) allowing for shared vehicle access.

(e) In any other instance where the Town considers that the restriction to one point of vehicle access is not appropriate having regard to those same matters listed in 1.3(ii) below.

1.3 Multiple Dwelling Development

i. Refer Element 3.8 of State Planning Policy 7.3 Residential Design Codes Volume 2;

ii. For an application proposing more than one point of vehicle access per 20 metres of street frontage, the Town will assess the proposal on its merits having regard to O3.8.1 and O3.8.2 as well as the following matters:

- there is a demonstrated need for multiple crossovers by virtue of the inability for the development to function based on the number of dwellings, the size of the development, the shape and topography of the site, or any other unusual site limitation; and
- there will be no impact on the safety of vehicles entering/exiting the site; and
- there will be no impact on the safety of vehicles using the adjoining public street(s); and
- multiple crossovers will not result in any conflict with existing street tree(s) and infrastructure on the adjoining road verge; and
- multiple crossovers will not impact on the amenity of the streetscape and locality; and
- there is sufficient verge space for bin collection and informal vehicle parking.

1.4 Subdivision applications

As part of any subdivision application proposing the subdivision of a lot into two or more residential lots, the Town will seek for part of the site to be allocated as common property (or the like) to facilitate shared vehicle access to all future dwellings, other than in situations outlined in clause 1.2 above.

2. Crossover Design

a) All vehicle crossovers for residential development shall be constructed to the specifications contained with the Town's Crossover Installation Package.

b) Any new or upgraded vehicle crossovers shall not modify or remove the existing pedestrian footpath. Pedestrian paths shall maintain priority through vehicle crossovers;

c) The width of the crossover at the point where it intersects with the property boundary is to be as follows:

i. A maximum of 3 metres for access to single width car parking areas/structures;
ii. A maximum of 4.5 metres for access to double width car parking areas/structures.

Note: the width of any driveway will be limited to the width of the garage/carport opening. The above maximum measurements may be altered where necessary to facilitate safe vehicle access.

d) The location and design of crossovers and driveways is to give priority to the retention of existing street trees located within the Council verge. A minimum clearance of 1.5 metres from the base of the existing street tree to a proposed crossover is to be provided unless otherwise determined by the Town.

e) Vehicle crossovers shall be located a minimum distance to obstructions as follows:

i. Storm Water Drainage Pits: 1 metre;
ii. Utility Boxes: 0.75 metres;
iii. Power Poles and Street Light Poles: 1 metre (as required by Western Power's *Guidelines for Placement of Power Poles within Road Reserves in Built-Up Areas, 2006).*

If vehicle crossovers must be constructed within this distance, the obstruction shall be

relocated at the cost of the landowner with consent of the relevant infrastructure/utility owners.

3. Removal of redundant crossovers

a) Crossovers that are no longer connect with an internal driveway are deemed redundant. Redundant crossovers shall be removed and the verge and kerbing shall be reinstated to the Town's specifications prior to occupation of the development.

b) Redundant crossovers will be dealt with as part of any Development Application. The Town recognises the need for redundant crossovers to be retained for demolition and construction works at a property and will impose a condition of development approval requiring that redundant crossovers be removed prior to the occupation of the development.

4. Driveway Design

a) Driveways shall be designed in accordance with Clause 5.3.5 Vehicular Access of the State Planning Policy 7.3 Residential Design Codes Volume 1 as it applies to Single Houses and Grouped Dwellings and Element 3.8 of State Planning Policy 7.3 Residential Design Codes Volume 2 as it applies to Multiple Dwellings and/or Mixed Use.

b) Notwithstanding Clause 5.3.5 C5.6 of the Residential Design Codes Volume 1 and Clause 4.6 of the Western Australian Planning Commission Development Control Policy 2.2, the Town will consider a reduced driveway width as follows:
   (i) A minimum of 2.8 metres to a wall(s) of a dwelling; and
   (ii) A minimum of 2.5 metres to an eave or a minor protrusion such as a chimney or air conditioner;

   where considered by the Town to facilitate the retention of an existing dwelling that is considered to make a positive contribution to the streetscape character.

c) As per Clause 5.3.5 C5.4 of the Residential Design Codes Volume 1, where vehicle access is proposed to a street identified in Figure 4 as a Primary Distributor or Integrator Arterial Road (District Distributor A and B), then the driveway is to be designed to enable vehicles to enter the street in a forward gear.

   The following streets/roads are considered to be Primary Distributor and Integrator Arterial Road (District Distributor A and B), roads for the purpose of Design Element 5.3.5 of the R-Codes:

- Albany Highway;
- Archer Street;
- Basinghall Street;
- Berwick Street;
- Bolton Avenue;
- Burswood Road;
- Canning Highway;
- Craig Street;
- Duncan Street (portion Albany Highway to Shepperton Road);

- Glenn Place;
- Graham Farmer Freeway;
- Great Eastern Highway;
- Hayman Road;
- Hill View Terrace;
- Kent Street;
- Manning Road;
- McMillan Street;
- Miller Street;
- Mint Street;
- Oats Street;
- Orrong Road;
- Roberts Road;
- Shepperton Road;
- Teddington Road;
- Victoria Park Drive;
- Welshpool Road;

Note: The above streets/roads are correct at time of the Policy being endorsed

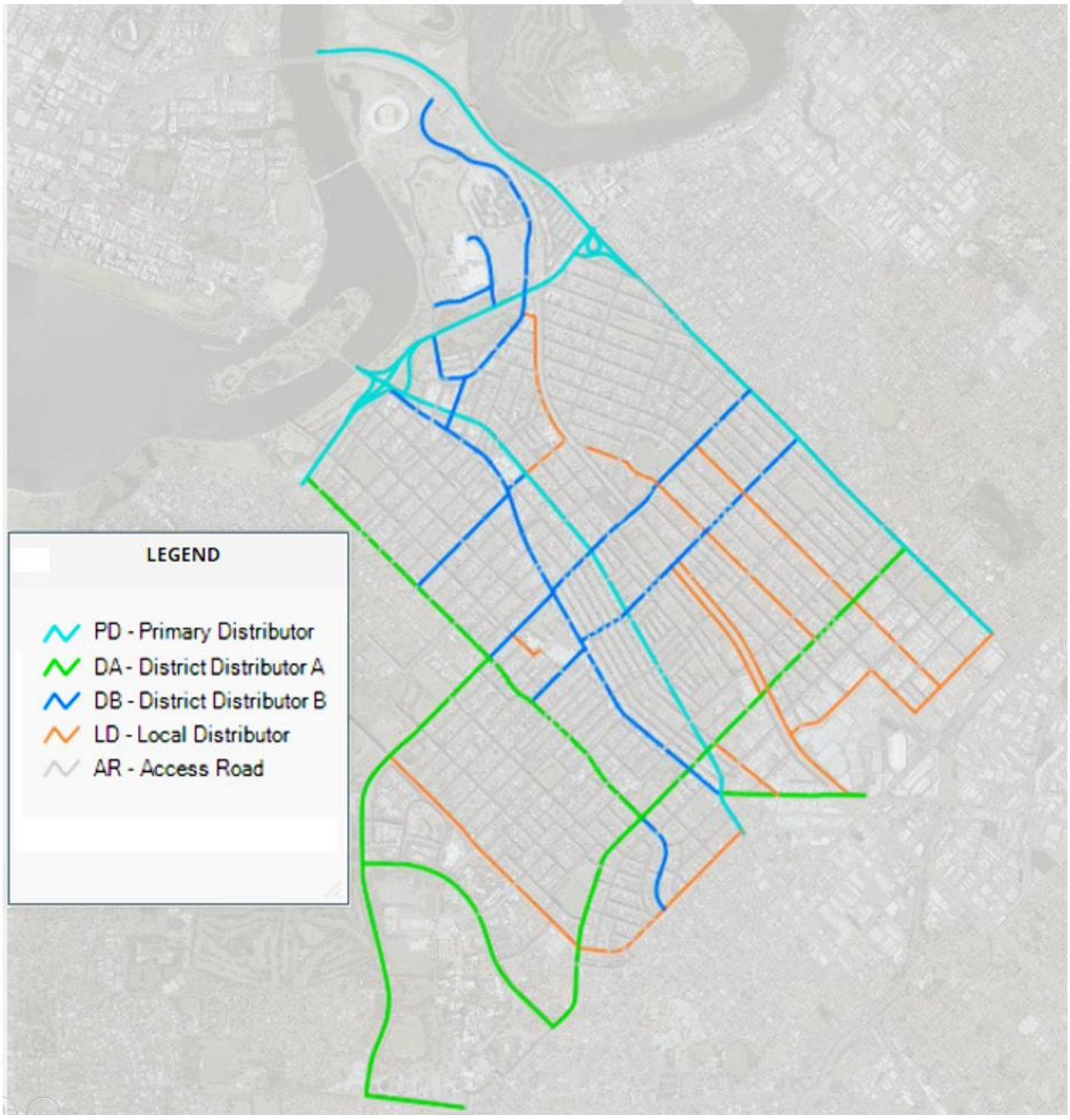


Figure 4 – Street Entry in a Forward Gear

5. On-site Manoeuvring

When vehicles are required to enter the street in a forward gear, the driveway and other vehicle access ways shall be of sufficient size to comply with the following:

a) The layout is to comply with a parking bay and manoeuvring arrangement of AS2890.1.
Note: Appendix 1 provides guidance on the parking bay and manoeuvring arrangements only.

b) Applicants are to demonstrate that their proposal is functional by means of diagrams showing the swept paths of a vehicle. The vehicle is to be able to enter or leave the site in a forward gear without relying on any other parking bay to facilitate such movements. The position and dimensions of the parking bays and access ways are to be designed to demonstrate compliance with the following requirements:
   - the swept paths are to be derived from the Australian Standards AS2890.1;
   - the design vehicle is to be the B85 vehicle defined in the Australian Standards AS2890.1 as *"the design motor car whose physical dimensions represent the 85th percentile class of all cars and light vans on the road";* and
   - the entry and exit manoeuvring is to be designed to facilitate single forward and reverse movements into and from the parking bay.

6. Driveway Construction Materials

All driveways and car parking bays are to be constructed of brick paving, liquid limestone, exposed aggregate or any alternative material approved by the Town.

7. Formed Driveway Gradient

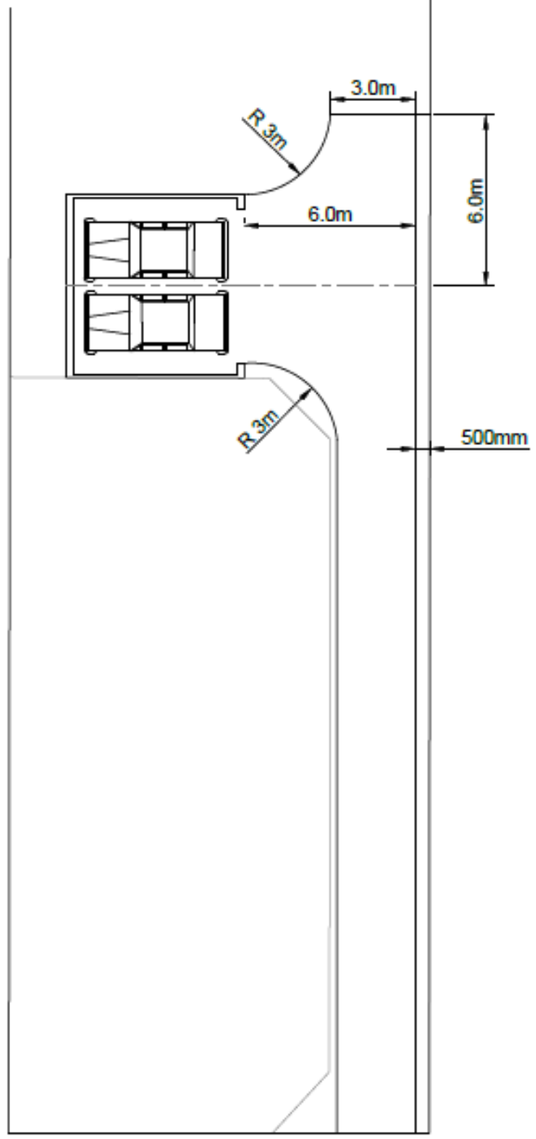
a) The maximum driveway gradient to be in accordance with AS2890.1, unless otherwise justified and approved by the Town.

b) The Town will not approve alterations to verge levels for any new, rebuilt, or modified crossover, unless this proves necessary as considered by the Town due to design complications caused by topography.

Appendix 1 – Vehicle Manouevring

90° TURN

NOTE:
1, GARAGE OPENING BASED ON 5,8m TYPICAL , THE MANOUVRABILITY SPACE MAY BE DIFFERENT FOR OTHER OPENING DIMENSIONS.
2. THE LAYOUTS PROVIDED SHOULD BE USED AS A GUIDE ONLY AND ARE BASED ON ABSOLUTE MINIMUMS
3. MODELLED VEHICLE = AUSTROADS(AU) CAR, 2.95m WHEELBASE, 5m LENGTH.



180° TURN

NOTE:
1, GARAGE OPENING BASED ON 5,8m TYPICAL , THE MANOUVRABILITY SPACE MAY BE DIFFERENT FOR OTHER OPENING DIMENSIONS.
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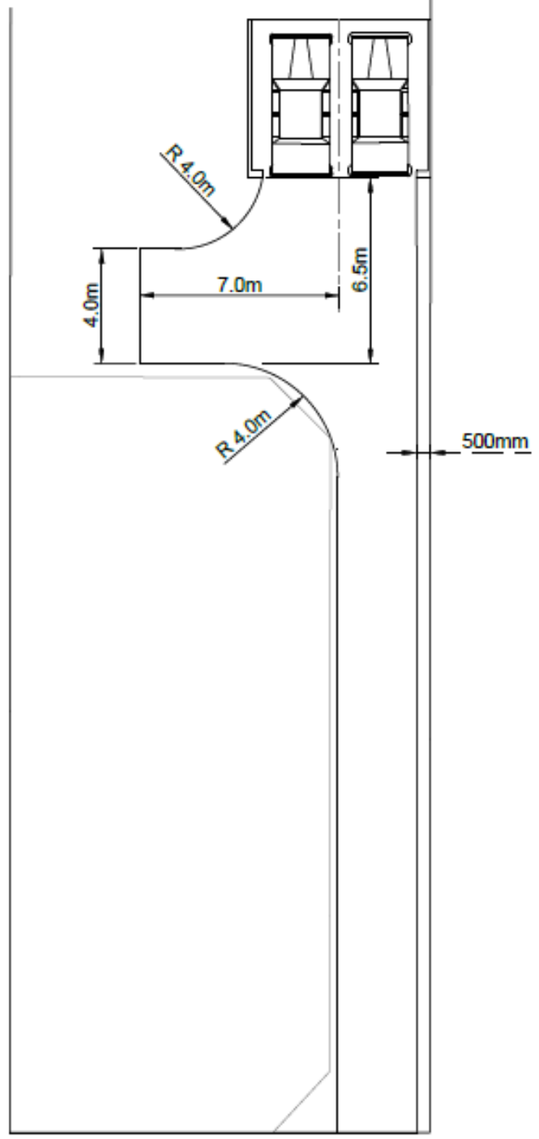
3. MODELLED VEHICLE = AUSTROADS(AU) CAR, 2.95m WHEELBASE, 5m LENGTH



180° TURN STREET FRONT DWELLING

NOTE:
1, GARAGE OPENING BASED ON 5,8m TYPICAL , THE MANOUVRABILITY SPACE MAY BE DIFFERENT FOR OTHER OPENING DIMENSIONS.
2. THE LAYOUTS PROVIDED SHOULD BE USED AS A GUIDE ONLY AND ARE BASED ON ABSOLUTE MINIMUMS
3. MODELLED VEHICLE = AUSTROADS(AU) CAR, 2.95m WHEELBASE, 5m LENGTH