

## 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.

This policy is made pursuant to Schedule 2, Part 2, Clause 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015* ('the Regulations').

## 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.

## Scope

This policy applies to applications for development approval and subdivision approval on land within the Town on which residential development is permitted.

## Definitions

Where not defined below, words and terms used in this policy are as defined in the Scheme, the *Planning and Development Act 2005*, the Regulations or the Residential Design Codes (the R-Codes).

**Communal street means** a private carriageway providing joint access to two or more dwellings

in a residential development.

**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.

**Primary street** means, unless otherwise designated by the local government, the sole or principal public road that provides access to the major entry (front door) to the dwelling or building.

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

**Right-of-way** means a laneway, private street, or other use of land (not being a public street or road) that provides vehicular access to a development site.

**Secondary street** means, in the case of a site that has access from more than one public road, a road that is not the primary street.

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

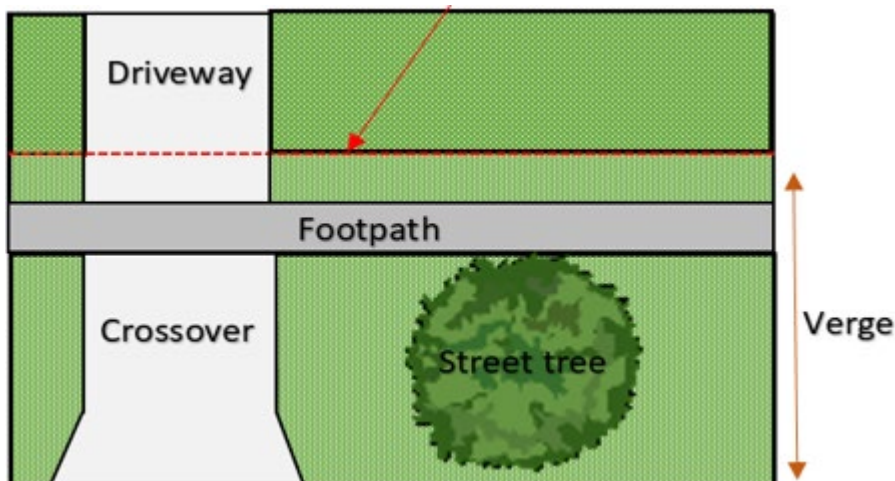


Figure 1

## RELATIONSHIP TO OTHER INSTRUMENTS

The Residential Design Codes (R-Codes) apply to residential development. The R-Codes already contain provisions relating to vehicle access for residential development as follows:

- (i) For Single Houses and Grouped Dwellings – Clauses 5.3.4 and 5.3.5 of the R-Codes Volume 1.
- (ii) For Multiple Dwellings and/or Mixed Use – Element 3.8 of the R-Codes Volume 2.

These R-Codes standards continue to apply. This policy contains provisions that either:

- a) Augment the R-Codes by addressing additional matters not covered by the R-Codes; or
- b) Clarify the application of certain deemed-to-comply standards of the R-Codes to development in the Town; or
- c) Provides guidance on alternatives to the deemed-to-comply standard which Council accepts as meeting the relevant Design Principle.

The R-Codes contain provisions relating to vehicle access (see 5.3.4 and 5.3.5 of Volume 1 for Single Houses and Grouped Dwellings; see Element 3.8 of Volume 2 for Multiple Dwellings). The intent of this Local Planning Policy is to clarify the application of the R-Codes, provide guidance on common alternatives which meet the design principles and expand on matters not covered by the R-Codes.

## Policy Requirements

### 1. Vehicle Access

#### 1.1 Single Houses and Grouped Dwellings

- (a) Vehicle access is to satisfy clause 5.3.5 of the R-Codes Volume 1 (see below), where the desired effect is a maximum of one access point to a primary street (see Figure 2 below).



## Design principles

Development demonstrates compliance with the following *design principles* (P)

## Deemed-to-comply

Development satisfies the following *deemed-to-comply* requirements (C)

### 5.3.5 Vehicular access

P5.1 Vehicular access provided for each **development site** to provide:

- vehicle access safety;
- reduced impact of access points on the streetscape;
- legible access;
- pedestrian safety;
- minimal crossovers; and
- high quality **landscaping** features.

C5.1 Access to on site car parking spaces to be provided:

- where available, from a **communal street** or **right-of-way** available for lawful use to access the relevant site and which is adequately paved and drained from the property boundary to a constructed **street**; or
- from a **secondary street** where no right-of-way or communal street exists; or
- from the **primary street** frontage where no secondary street, right-of-way, or communal street exists.

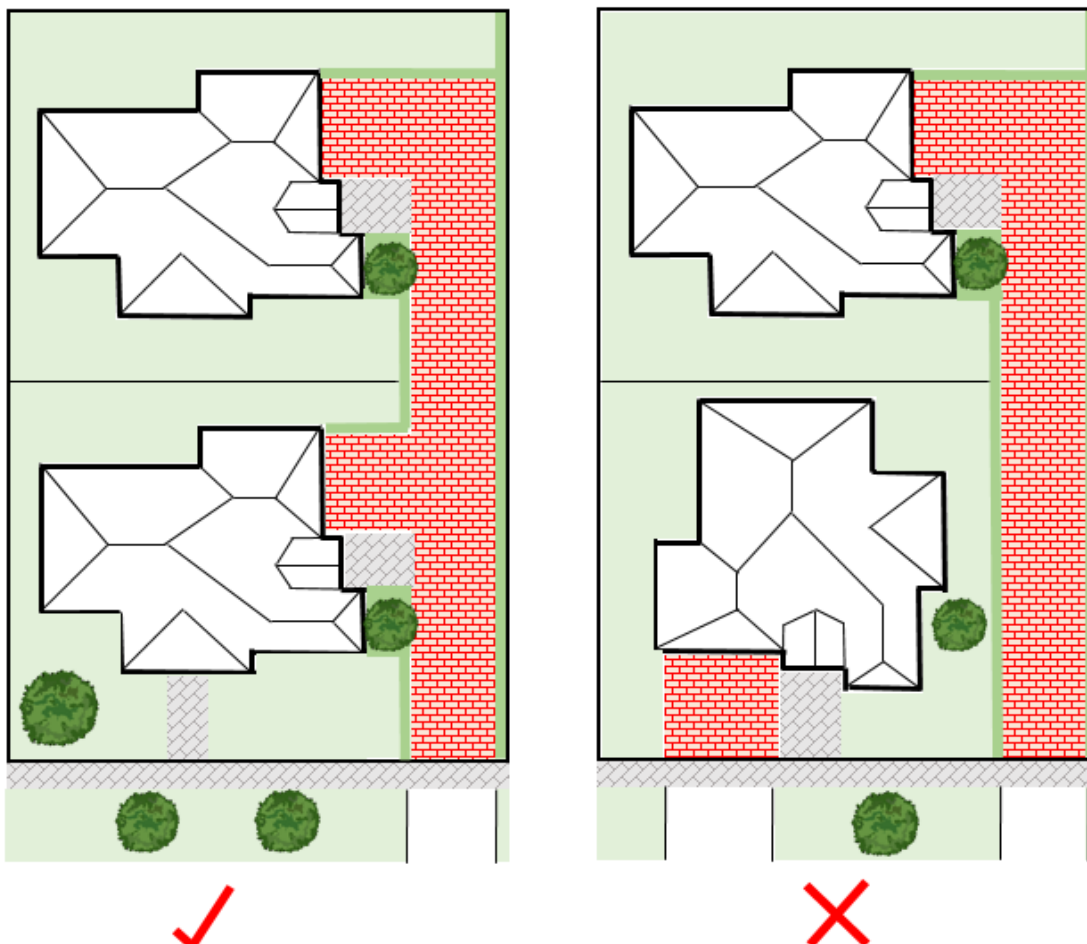


Figure 2 – Vehicle access to Dwellings in a Front to Rear Arrangement

- (b) For the purposes of clause 1.1 of this Policy and Clause 5.3.5 of the R-Codes, alternative vehicle access will be considered:
- (i) Where there is no common property allowing for shared vehicle access; or
  - (ii) Where an existing dwelling and its access are being retained, that is separate from access to the other dwellings on the lot; or
  - (iii) In any other instance where the Town considers that alternative vehicle access is appropriate having regard to the R-Codes Clause 5.3.5 Design Principle P5.1 and those matters listed in 1.2(b) below.

## 1.2 Multiple Dwelling Development

- (a) Development to satisfy Element 3.8 of the R-Codes Volume 2;
- (b) 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 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.

## 1.3 Subdivision applications

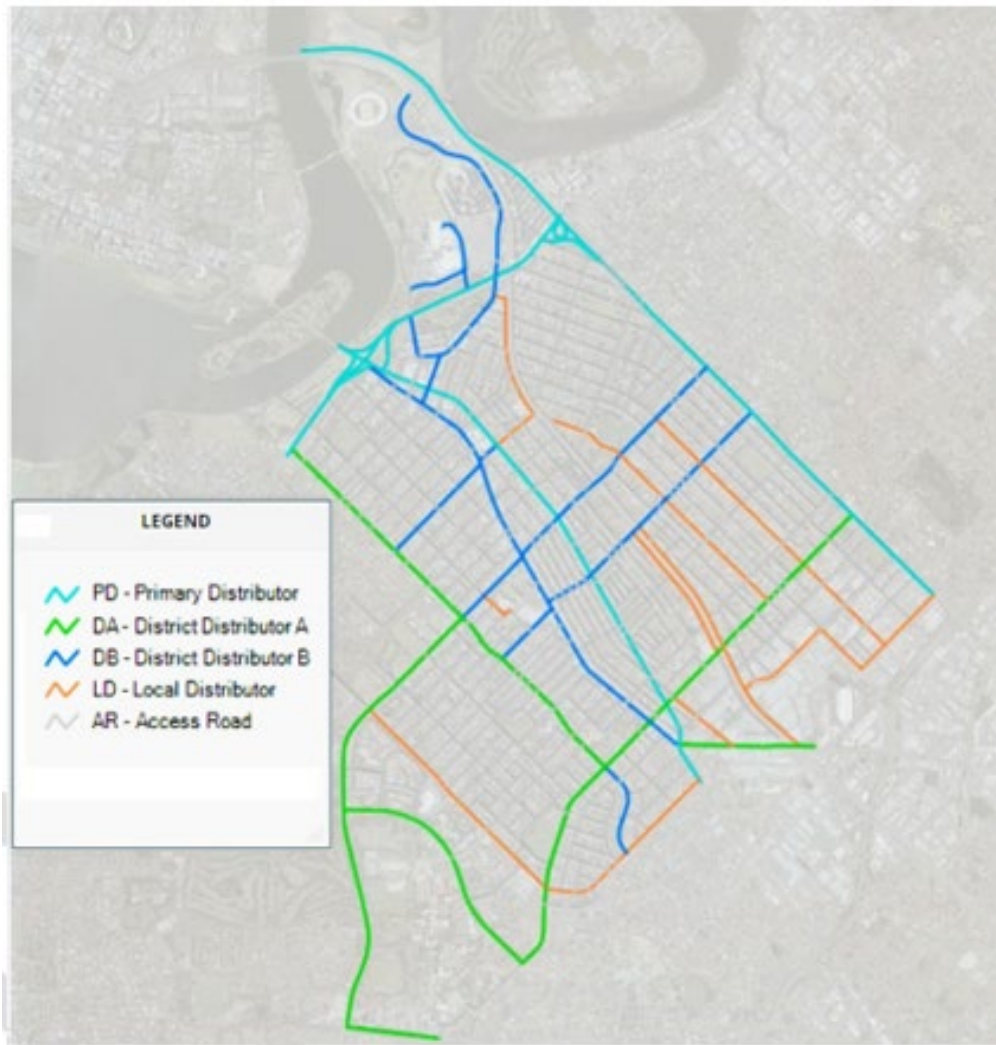
As part of any subdivision application proposing the subdivision of a lot into two or more residential lots, the Town will seek for part of the site to be allocated as common property (or the like) to facilitate shared vehicle access to all future dwellings, other than in situations outlined in clause 1.1(b)(ii) or (iii) above.



## 2. Driveway Design

- a) Driveways to satisfy 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) In relation to driveways the Town may 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;
  - (iii) Having regard to the design principles of clause 5.3.5 of the R-Codes Volume 1; and
  - (iv) Where the reduced driveway width is necessary to facilitate the retention of an existing dwelling that is considered to make a positive contribution to the streetscape character.
- c) For the purpose of Design Element 5.3.5 of the R-Codes, the following streets/roads are considered to be a Primary Distributor or Integrator Arterial Road (District Distributor A and B) where driveways are required to be designed for two way access to allow for vehicles to enter the street in forward gear :
- Albany Highway;
  - Archer Street;
  - Basinghall Street (portion Albany Highway to Berwick 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

### 3. 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 (see Figure 1).
- c) The width of the crossover at the point where it intersects with the street 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 above maximum measurements may be altered where necessary to facilitate safe vehicle access.

- d) The location and design of crossovers 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.

#### 4. 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.

#### 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 85<sup>th</sup> percentile class of all cars and light vans on the road”; and
- the entry and exit manoeuvring are 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.

## RELATED DOCUMENTS

*Residential Design Codes, Volumes 1 and 2*

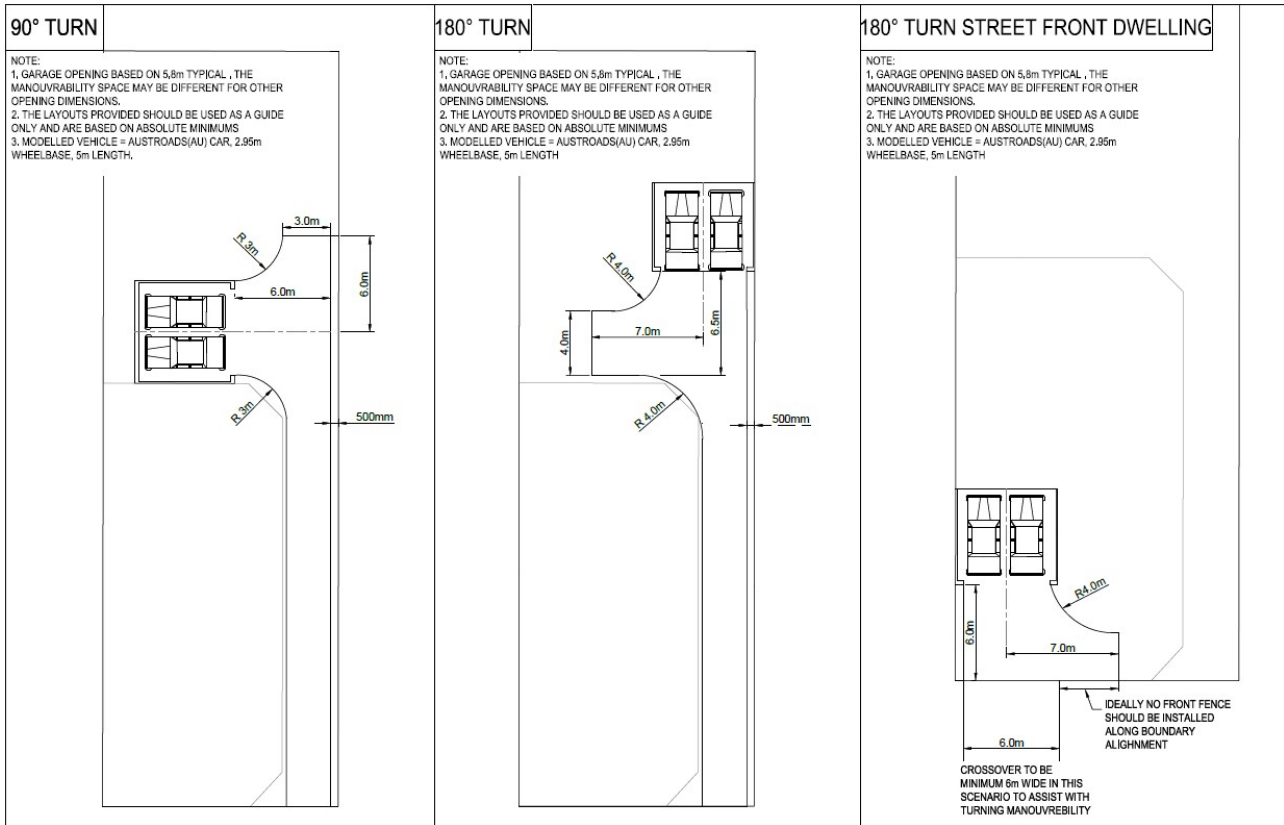
*Planning and Development (Local Planning Schemes) Regulations 2015*

## VERSION CONTROL

Date Initially Adopted:	9 June 2022 – approved at Ordinary Council Meeting on 17 May 2022
Date(s) Amended:	N/A



## Appendix 1 – Vehicle Manoeuvring



Note – these drawings are provided to demonstrate vehicle manoeuvring requirements only and should not be construed as demonstrating compliance with other requirements for vehicle access.