

CITY OF BELMONT

Vehicle Access for Residential Development

Date of Publication: 04/08/16

Local Planning Policy No. 13

Pursuant to Clause 2.4 of Local Planning Scheme No. 15

1. POLICY BASIS

Clause 6.5.4 of the State Planning Policy 3.1 (Residential Design Codes) and Clause 5.7.3 of Local Planning Scheme No. 15 intend to minimise the number of vehicle crossovers for residential development.

The minimisation of the number of crossovers in residential areas is beneficial as it contributes towards attractive streetscapes, enhances vehicle safety and minimises the potential impacts on the root systems of street trees. Similarly, lesser amounts of paving and hardstand in residential verges allows for additional space for informal vehicle parking and bin collection, as well as the minimisation of impacts on verge infrastructure. These benefits were identified by landowners and residents during a series of workshops during the preparation of City's Local Housing Strategy, which in turn provided the basis for the provisions within Local Planning Scheme No. 15.

The purpose of this Policy is to ensure that vehicles crossovers for residential development within the City of Belmont do not adversely impact on the neighbourhood safety and amenity while providing appropriate access to residential properties.

2. POLICY AREA

All 'Residential' zoned land, or land zoned under the City of Belmont Local Planning Scheme No. 15 on which the Council may approve residential development.

3. POLICY OBJECTIVE(S)

The objectives of this Local Planning Policy are:

- To minimise the number of vehicle crossovers for residential development.
- To encourage attractive streetscapes and enhance neighbourhood amenity by reducing the amount of hardstand and paving in road verges;
- To ensure safe vehicle access to and from residential properties.
- To promote safety for cyclists and pedestrians within the public realm.
- To minimise any impact on existing street trees and verge infrastructure.

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4. POLICY STATEMENT

When considering applications for residential development within the City, the Council shall have regard to the following requirements for vehicle access:

4.1 Single House

4.1.1 A maximum of one (1) vehicle crossover is permitted for each 'Single House' lot.

4.2 Grouped Dwelling Development on Subdivided Lots

4.2.1 For development on 'Grouped Dwelling' lots created by prior subdivision (i.e. Survey-Strata with Common Property), a maximum of one (1) vehicle crossover is permitted to service all dwellings that exist on the relevant survey-strata plan. Such access shall occur in the form of shared access via any identified areas of common property. Separate crossovers and vehicle access for individual grouped dwelling lots shall not be permitted.

4.3.1 Grouped Dwelling Development on Non Subdivided Lots

4.3.1 Development of Grouped Dwellings in a Front to Rear Arrangement

Where a development comprises two or more grouped dwellings in a 'Front to Rear' arrangement on a lot that does not have frontage to two constructed roads, a maximum of one (1) vehicle crossover shall be permitted to provide access to all dwellings.

4.3.2 Development of Grouped Dwellings in a Side by Side Arrangement

Where the development of two or more grouped dwellings occurs in a 'Side by Side' arrangement on an existing lot that does not have frontage to two constructed roads:

- (a) A maximum of one (1) vehicle crossover shall be permitted to provide access to all lots where the frontage of the parent lot is less than 24.0 metres; or
- (b) More than one (1) vehicle crossover may, at the discretion of Council, be permitted to provide vehicle access where:
 - the frontage of the parent lot is 24.0 metres or greater; and
 - 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 trees and infrastructure in the adjoining road verge; and
 - multiple crossovers will not impact the amenity of the streetscape and locality; and
 - there is sufficient verge space for bin collection and informal vehicle parking.

4.3.3 Development of Grouped Dwellings on Corner Lots

Where the development of two or more grouped dwellings occurs on an existing lot with frontage to two constructed roads and the density of development exceeds R30:

- (a) One (1) vehicle crossover shall be permitted to service all dwellings.
- (b) More than one (1) crossover may, at the discretion of Council, be permitted where:
 - 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 is no more than one (1) vehicle crossover located on each street frontage; and
 - Where possible, arrangements for shared access are achieved within the development; 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 trees and infrastructure in the adjoining road verge; and
 - Multiple crossovers will not impact the amenity of the streetscape and locality; and
 - There is sufficient verge space for bin collection and informal vehicle parking.

4.4 Multiple Dwelling Development

4.4.1 Development of Multiple Dwellings

- (a) For all developments comprising 'Multiple Dwellings' on a lot, a maximum of one (1) vehicle crossover shall be permitted to provide access to all dwellings.
- (b) More than one (1) vehicle crossover may, at the discretion of Council, be permitted to provide vehicle access to a 'Multiple Dwelling' development where:
 - (i) 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
 - (ii) there will be no impact on the safety of vehicles entering / exiting the site; and
 - (iii) there will be no impact on the safety of vehicles using the adjoining public street(s); and
 - (iv) multiple crossovers will not result in any conflict with existing street trees and infrastructure in the adjoining road verge; and
 - (v) multiple crossovers will not impact the amenity of the streetscape and locality; and
 - (vi) there is sufficient verge space for bin collection and informal vehicle parking.

4.5 Design of Crossovers

- 4.5.1 All vehicle crossovers for residential development shall be constructed to the specifications contained within the City's 'Vehicle Crossover General Requirements'.