Title	Access Street - Road Reserve Pavement Standards
Policy Number (Governance Purpose)	**LPP 5.15**

Policy Type

Local Planning Policy

Policy Purpose

Liveable Neighbourhoods has recently been comprehensively updated (via release of Edition 4) which includes new additional guidance in relation to determining movement networks, street design, construction and public transport.

The purpose of the Policy is:

(1)   Acknowledge Element 2 of Liveable Neighbourhoods in determining movement networks within new urban areas (through structure planning and subdivision processes).

(2)   Prescribe separate requirements for infill subdivision within existing urban areas, where such areas were not originally designed according to Liveable Neighbourhoods requirements.

(1)   Acknowledge Element 2 of Liveable Neighbourhoods as the City's primary policy guidance in assessing all aspects of the movement network for structure plans and subdivision within new urban areas.

(2)   Provide the ability for the City of Cockburn to vary the requirements of Element 2 where such variation is required to ensure that the movement network is optimally functional in terms of its design, amenity and ability to support intended traffic. This includes all aspects of private, public, cyclist and pedestrian traffic.

(3)   For subdivision within existing urban areas where such areas were not originally designed according to Liveable Neighbourhoods requirements, prescribe specific movement network design criteria (namely minimum road reserve widths) which the City of Cockburn will require unless clear justification can be provided by a proponent to demonstrate why a lesser design criteria should be permitted

Policy Statement

(1)   Element 2 of Liveable Neighbourhoods is to be used as the City's primary policy guidance regarding the principles for designing integrated movement networks and street design and construction for structure plans and subdivision within new urban areas.

(2)   Notwithstanding Element 2, the City of Cockburn must be satisfied at all times that the movement network is optimally functional in terms of its design, amenity and ability to support intended traffic. For this reason the City of Cockburn may require variations to Element 2 for any of the following reasons:

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- Ensuring adequate utility service provision;
- Ensuring adequate pedestrian facilities;
- Ensuring safety of all traffic;
- Ensuring adequate on-street car parking facilities, especially for schools and other high patronage community facilities and land uses;
- Achieving appropriate levels of visual surveillance and lighting;
- Achieving the protection of remnant vegetation;
- Ensuring adequate drainage requirements, especially where these form part of an overall water sensitive urban design treatment train approach.

(3) For subdivision within existing urban areas where such areas were not originally designed according to Liveable Neighbourhoods requirements, the following requirements will apply unless clear justification can be provided by a proponent to demonstrate why a lesser design criteria should be permitted.

1. The standard road reserve width is 15m for an access street. This provides for a reserve profile (right to left) consisting of a 4.5m verge, 6m pavement and 4.5m wide verge. (2m wide footpath inclusive).

2. The City of Cockburn may reduce the road reserve width of an Access Street to a minimum of 13.5m where adjacent to public open space. The road reserve profile (right to left) consists of a 3m verge, 6m pavement and a 4.5m verge (2m wide footpath inclusive). The applicant must obtain the prior written approval from <u>all</u> servicing authorities that the reduced verge width is acceptable. If these approvals cannot be obtained then a standard 15mroad reserve width applies.

3. Notwithstanding the above policy requirements, the City's Engineering and Works Division must be satisfied at all times that based on the particular circumstances that adequate provision is made for all infrastructure requirements of the City of Cockburn and all relevant authorities. The City of Cockburn always reserves the right to vary the Policy measures to suit particular circumstances.

4. A 3m wide verge is only sufficient for the installation of underground power, gas, telecom and reticulated water. Importance is placed on the acceptance from Western Power, Water Corporation and from the City's Engineering and Works Division for stormwater drainage and footpath construction.

5. The subdivider, prior to applying for a subdivision/amalgamation of land must give due consideration to servicing requirements and stormwater disposal to define appropriate road reserve widths, drainage basin requirements and regional drainage connections where required.

6. An Access Street generally has the same meaning as defined in the Liveable Neighbourhoods.

7. The City will not support laneways that incorporate right angles or bends such as 'L', 'T', 'H' or curved laneways, as they do not allow for a clear line of sight from the public road to the exit point of the laneway and also inhibit safe manoeuvrability of laneways by the City's refuse vehicles.

8. Lots located on the opposite side of a public road to the exit and entry points of laneways should be centred to the laneway and designed to ensure dwellings have sight lines down the length of the laneway to improve visual surveillance. Any fencing along the front boundary of these lots is to be visually permeable.

Strategic Link:	Town Planning Scheme No. 3
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