

Figure 1: Example of acceptable development on a corner lot with a rear laneway.

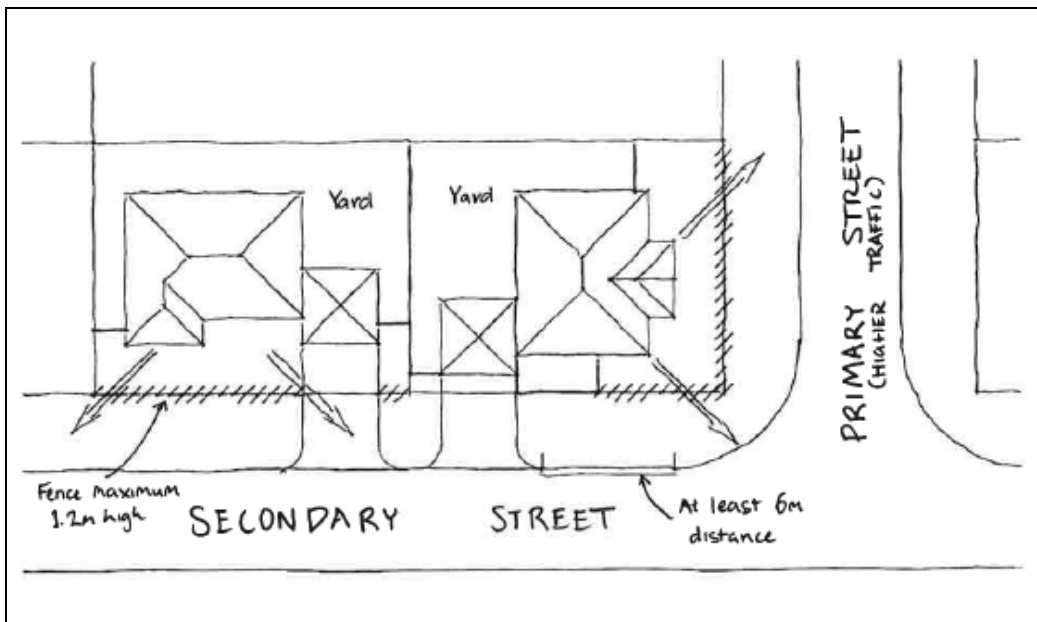


Figure 2: Example of acceptable development on a corner lot without a rear laneway.

Adopted by Council: 25 May 2010 (5016)

## LPP 2.5 RESIDENTIAL DEVELOPMENT FRONTING LANEWAYS AND RIGHTS-OF-WAY

### 1. Introduction, background and purpose

Developments within Collie which were established during the town's early settlement are to some extent characterised by rear lane accesses and rights-of-way. These rights-of-way were generally created during subdivision and used to facilitate sanitary collections from the rear of the properties prior to the installation of reticulated sewerage. Because the lanes no longer serve the purpose that they were originally intended, they are currently used primarily as vehicular access ways. Many lots which are zoned R25 and have access to a right-of-way have subdivision potential, and there is an increasing demand to facilitate subdivision of these lots using the right-of-way as the sole vehicular access to the new lots.

This policy focuses on the approach the Shire of Collie will take in designing and upgrading these rights-of-way to allow for subdivision with secondary lots facing the laneway. This policy seeks to ensure that the development of these laneways is a well coordinated, sustainable and economically viable option for subdivision.

This policy has been based primarily on the West Australian Planning Commission's Planning Bulletin Number 33 *Rights-of-Way or Laneways in Established Areas*. The requirements of this bulletin have been adapted to suit the unique requirements of the Shire of Collie.

## **2. Application of policy**

This policy applies to all developments abutting a Right-of-Way or a dedicated road which was originally created as a Right-of-Way which has an R25 code or higher. The land must also have subdivision potential as outlined in the Residential Design Codes of Western Australia, and the rear laneway must be vested in the Crown or the Shire of Collie.

## **3. Policy objectives**

- 3.1 To guide the construction and redevelopment of established right-of-ways in order to provide for subdivision of laneway lots with rear lots having sole vehicular access from the laneway.
- 3.2 To provide guidelines for appropriate development standards for right-of-way dwellings.
- 3.3 To ensure a high level of amenity for both established residents and residents of new right-of-way dwellings.

## **4. Policy statement**

Where the subject right-of-ways are not yet vested in the Crown or the Shire of Collie, dedication of these rights-of-way will be required before the land is upgraded and development commenced.

### **4.1 Width of laneway**

Subdivision of laneway properties should seek to achieve an ultimate laneway width of 7.5 metres (i.e. 6 metre pavement for vehicles and 1.5 metres for pedestrians), with the land being ceded free of charge and the contribution being shared equally between owners on either side of the laneway. The requirement for landowners ceding land to contribute toward laneway upgrading will be prompted at the time a proposal to develop or subdivide land in the policy area is approved by the local government or the Western Australian Planning Commission. The following points were considered in determining that a 7.5 metre width would be appropriate;

- Liveable Neighbourhoods identifies a 6-6.4 metre width for rear laneways, but these are not normally more than 140 metres long and don't have houses fronting them. As no parking is proposed, a 7.2 metre carriageway (common on streets) which is wide enough for two vehicles to pass each other whilst passing a parked car is considered too much pavement just for vehicles;
- The laneways in R25 areas in Collie range in length from about 160-210 metres, so would carry more traffic and should be wider;
- A standards footpath width is 1.5 metres (Element 2 p.9);

- A combination of a standard laneway width with a marked footpath provides a wider laneway that can be used by both vehicles and pedestrians;
- Given the generally uniform sizes of the lots in the R25 zoned area, it appears that few lots would fail to meet the minimum lot size requirements to achieve subdivision if laneway widening is taken as identified in this policy; and
- A wider width provides additional space for services if needed.

Pedestrian access is not desirable where the laneway is less than 6 metres or where the pattern of subdivision leads to an irregular edge which does not provide clear 6 metre wide lengths. In these circumstances a battleaxe pedestrian access leg of 1.5 metres wide should be provided from the primary street to the new lot.

#### 4.2 Traffic flow and parking

All traffic on any developed laneway or right of way should be able to flow without disruption. Speeds should be restricted to 15km/h as recommended in *Livable Neighbourhoods* (Element 2 p. 5).

The parking needs of residents and their visitors should generally be accommodated for on their properties. In the case that pedestrian access is provided through an access leg from the main street to the rear dwelling, or that the right-of-way is at least 6 metres wide (providing enough room for pedestrians to commute along that right-of-way) parking may also be accommodated on the surrounding streets. No parking should occur along the right-of-way.

#### 4.3 Truncations

Where two rights-of-way intersect a 2.8 metre (2m x 2m) truncation is required.

No truncations are specified to join a right-of-way to a street, although each right-of-way should be assessed individually and appropriate truncations included, taking into consideration issues such as access for rubbish trucks (where separate pedestrian access legs are not provided) and nearby footpaths.

Where a right of way meets a street the width of the pavement at the neck of the laneway should be reduced to one lane in order to decrease traffic speed.

#### 4.4 Setbacks and fencing

Rear and side setbacks should meet requirements of the Residential Design Codes of Western Australia. Setbacks to the right-of-way must provide safe access and sufficient maneuverability for each lot. Setbacks to the right-of-way should be a minimum of:

- 2.5 metres at ground floor level,
- 3 metres at upper storey level, and
- 5 metres for any carports and garages, located to provide a minimum access maneuvering dimension of 6 metres.

No fencing should be constructed within 0.5 metres of the right-of-way boundary. Any fencing facing the right of way boundary should as a minimum meet the acceptable development specifications of the Residential Design Codes of Western Australia, section 6.2.5 *Street walls and fences*. This requirement encourages safety of all pedestrians passing through the right of way by minimising opportunity for crime.

#### 4.5 Lighting and surveillance

Lighting should be required for all laneways. The lighting can be provided in many different forms, although it is recommended that lighting, such as sensor lighting be attached to adjoining buildings.

Building design should encourage the overlooking of the laneway from the newly developed dwellings.

As per the requirements of the Residential Design Codes of Western Australia section 6.2.4 *Surveillance of the street*, a major opening from a habitable room of each proposed dwelling should have a clear view of the right-of-way and the approach to the dwelling.

#### 4.6 Landscaping

All developments facing a right-of-way should include a certain amount of soft landscaping within the front setback to the satisfaction of the local government. In order to avoid potential for crime within the right-of-way, landscaping which obstructs surveillance, serves as a barrier to unimpeded views and allows intruders to hide should be avoided.

#### 4.7 Laneway upgrading

Arrangements will need to be made for the upgrading of the laneway to provide for sealing and drainage.

The arrangements may be in the form of either a contribution or works to Council's specifications to achieve the following:

- (i) sealing of at least half of the portion of the laneway in front of the subject lot, plus a pro rata contribution towards sealing each end of the laneway; and
- (ii) adequate drainage of the laneway, including any apportionment of any upgrades to the drainage system required downstream as a result of increase runoff arising from sealing and widening of the laneway.

The requirement for landowners to contribute toward laneway upgrading will be prompted at the time a proposal to develop or subdivide land in the policy area is approved by the local government or the Western Australian Planning Commission.

**Adopted by Council: 2 November 2010 (5190)**

## **LPP 2.6 DRIVE-IN ESTATE RESIDENTIAL DEVELOPMENT GUIDELINES**

### **1. Introduction, background and purpose**

The Drive-In Estate (the Estate) is located in North Collie on the north eastern side of the Laurie Street/Prinsep Street intersection. Upon subdivision a Caveat was imposed on all the properties within the Estate which outlined design guidelines and acceptable development standards of the Estate. These design guidelines were written to guide development in order to ensure a high level of amenity for the properties within and around the estate.

This policy has been created as a result of the Shire of Collie's desire for the intent of the caveat to be continued after the developer no longer has an interest in enforcing the caveat. In doing this the Shire can ensure that the estate maintains a high level of amenity through quality residential design.