

LPP 2.4 RESIDENTIAL DEVELOPMENT ON CORNER LOTS

1 Background and purpose

The intention of this Policy is to provide guidance for residential development on corner lots.

It is the intention of the Policy to provide for a consistent standard for development of all residential corner lots within Collie and Allanson zoned Residential or Residential Development.

The design of buildings on corner lots is of particular importance. This is because these lots tend to be focal points for the street block, whether this was the intention of the original plan or not.

Corner lots are the first points of visual contact with a neighbourhood for first-time visitors and can contribute markedly to their first impression of the street and the sense of pride (or otherwise) felt by local residents about their neighbourhood. A poorly designed corner lot can be an unfavourable feature for the whole block.

The Shire will require new development on corner lots to better address both frontages. It will also seek for vehicular access to be from a laneway rather than directly off the street where this is available and practicable.

2 Definitions

"Codes" means the Residential Design Codes of Western Australia 2008.

"Corner Lot" is a lot with two street frontages.

"Laneway" is a 5-6m wide right of way generally located parallel to the surrounding street network and provides access to the rear of lots. Laneways are not considered 'streets' for the purposes of this Policy.

"Primary Street" is the shorter of the two road boundaries for corner lots.

"Secondary Street" is the longer of the two road boundaries for corner lots.

All other terms used in this Policy have the same meaning as that defined in the Residential Design Codes of Western Australia.

3 Application of Policy

This policy applies to all residential planning and building approvals for lots with more than one legal street frontage within Collie and Allanson zoned Residential or Residential Development.

It may be used by landowners designing dwellings for such lots and by the Shire as a standard reference in assessing building plans.

4 Relationship with the Codes

This policy is to be read in conjunction with the Residential Design Codes. It has been made in accordance with Part 5 of the Codes and seeks to augment Elements 6.2 (Streetscape) and 6.5 (Access and Parking Requirements).

5 Policy Objectives

- 5.1 To promote more attractive streetscapes by ensuring dwellings on corner lots address both streets and ensure passive surveillance of the street from the dwelling and also the dwelling from the street is adequately provided for.
- 5.2 To ensure that vehicular access to corner lots is located onto the street with the lower traffic volume where this is practicable.
- 5.3 To provide guidance on the development and subdivision of corner residential lots.

6 Policy Statement

The following clauses are to be accommodated by the developer into dwelling design and layout for corner lots. The Shire is to ensure these provisions are addressed where practicable when considering a planning or building application for corner lots.

- 6.1 Housing on a corner lot is to be designed so that there is passive surveillance from at least one habitable room to the primary street and at least the front 40% of the frontage to the secondary street, unless otherwise approved by the Shire.
- 6.2 No entirely blank walls shall be permitted for any storey that addresses a primary or secondary street.
- 6.3 At least one habitable room window, with a minimum size of 2m², shall be provided within the front 1/3 of the wall facing the secondary street.
- 6.4 Where a two storey dwelling is proposed, at least one habitable room window on the upper floor shall address the street frontages, in addition to a ground floor window in accordance with clause 6.3.
- 6.5 Fencing to the primary street is to achieve visual permeability equal to or greater than the acceptable development standard in Element 6.2.5 of the Codes.
- 6.6 Non visually permeable fencing to the secondary street shall be limited to 1.2m in height for the front 40% of the street boundary. The remaining length of the boundary can be fenced up to 1.8m high to screen private open space and utility areas.
- 6.7 Street boundary fencing should be of masonry, painted cement render and/or pre-painted metal construction with the colour scheme to complement the colours of the house. There is a general presumption against the use of unpainted metal or 'Super 6' cement fencing.
- 6.8 Vehicular access to a corner lot is to be from the street with the lower traffic flow, where practicable and unless otherwise approved by the Shire. Crossovers are to be at least 6.0m from the start of a road intersection as outlined in Element 6.5 of the Codes.
- 6.9 Where development of a large corner lot occurs, the dwelling(s) provided with a single street frontage are to be developed in accordance with the Codes as they apply to a standard lot and subject to the following:
 - a) Vehicular access is to be at the rear of the dwelling from a laneway where one is located abutting the new lot, where this is practicable and unless otherwise approved by the Shire.
 - b) Notwithstanding a), the front of the dwelling is required to face the street and provide passive surveillance of the street and the entrance to the laneway from the street.

- c) Fencing of the street boundary and the front 4m of an abutting laneway boundary to have a maximum height of 1.2m and is to be constructed in accordance with clause 6.7.
- d) Battleaxe style development of large corner lots is not permitted unless in the opinion of the Shire use of a battleaxe access leg to serve one or more dwellings is preferable to provision of separate access points on to streets with high traffic flows.

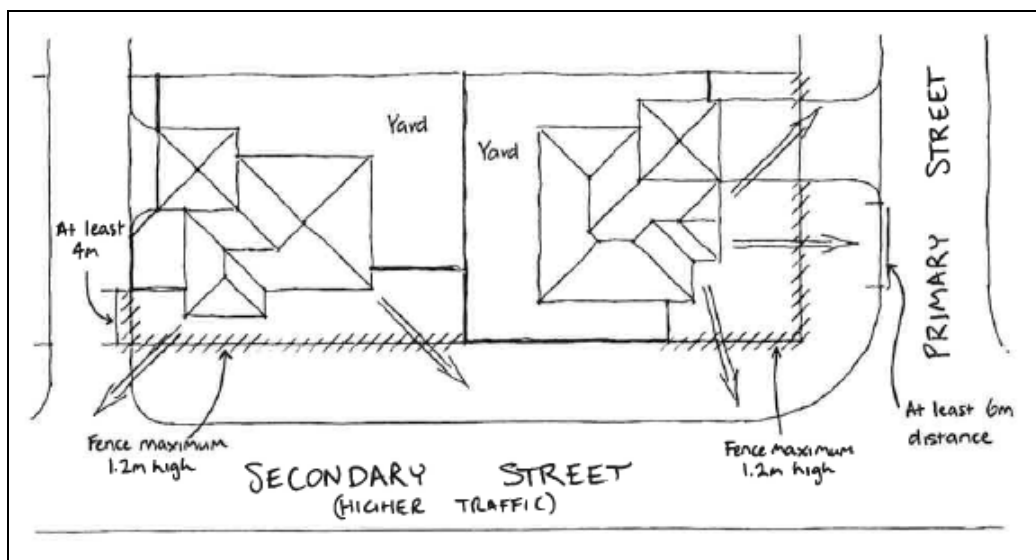


Figure 1: Example of acceptable development on a corner lot with a rear laneway.

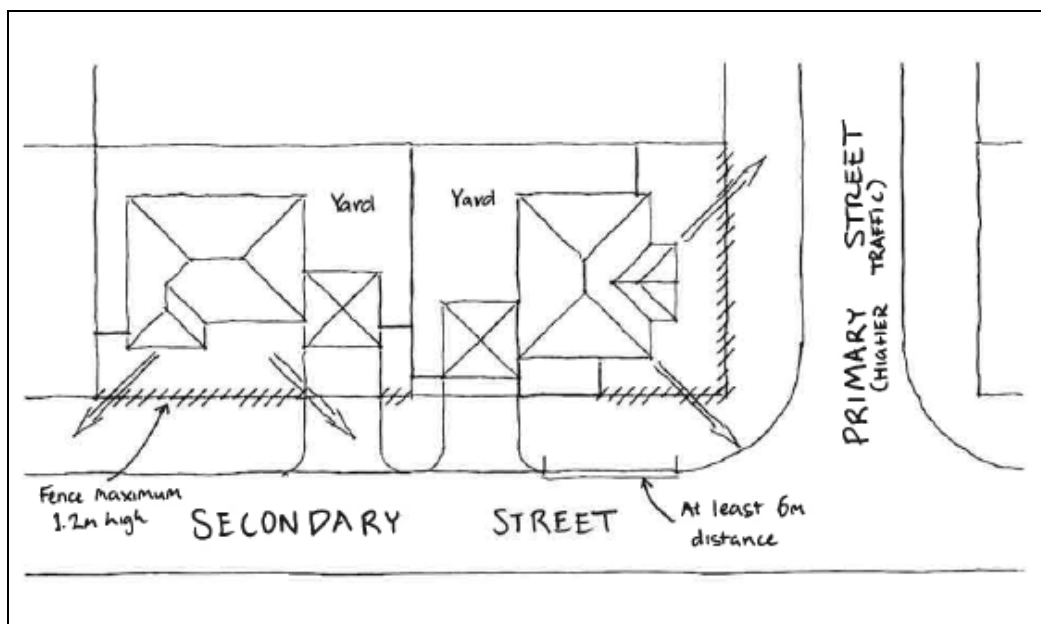


Figure 2: Example of acceptable development on a corner lot without a rear laneway.

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