
AUTHORISATION	Adopted [insert date of adoption]
REVIEW	Biennial

PART 1 - POLICY OPERATION

Policy Development

This Policy has been prepared under Part 2, Division 2 of the deemed provisions of the City of Wanneroo District Planning Scheme No. 2 (DPS 2).

Application

This Policy articulates Council's position on the planning, design and development of areas subject to a split density code.

This Policy applies to all residential zoned land that is subject to a split residential density code under the City of Wanneroo District Local Planning Scheme No. 2 when:

- Determining a development application for single, grouped or multiple dwellings; and
- Preparing recommendations to the WA Planning Commission for a proposed subdivision application.

Statutory Context

The following provisions of DPS 2 relate to subdivision and development in areas subject to a split density code:

4.5.4 Split Density Code – Development

Where a split residential density code is depicted on the Scheme Maps, any development shall conform to the lower density code applicable to the lot, unless the Council determines that development up to the higher density code would comply with the following requirements:

- a) Sufficient capacity exists in all necessary public utility services to adequately meet the needs of the development;*
- b) The development has one consolidated vehicular access point with reciprocal access rights to serve all dwellings, and restricted vehicular access to other areas of road frontage;*

4.5.5 Split Density Code – Subdivision

Subdivision of land with a split residential density code should not result in the need for additional crossovers to those already available to the development site.

- a) In respect of applications for subdivision of land with a split residential density code, Council should recommend that:*

- b) *A right of carriageway easement is established between the lots created to ensure that development has one consolidated vehicle access point; and*
- c) *A restrictive covenant is placed on the certificate(s) of title preventing vehicle access from the remainder of the lot(s).*

Purpose

The purpose of this policy is to ensure infill development has a positive impact on the streetscape by minimising the impact of vehicle access on landscaping, on street parking and an attractive streetscape outcome.

This can be achieved by:

- Implementing design protocols to ensure that vehicle crossovers and vehicle storage does not adversely impact on neighbourhood safety and amenity while providing appropriate access to residential properties;
- Providing guidance on the design of vehicle access and storage for single, grouped and multiple dwelling development and subdivision proposals; and
- Providing guidance for Council when assessing proposals for single, grouped and multiple dwellings, and subdivision applications.

Objectives

- To minimise the number of additional vehicle crossovers in recoded areas;
- To encourage attractive streetscapes and enhance neighbourhood amenity by reducing the amount of hardstand and paving that occupies road verges;
- To ensure safe vehicle access to and from residential properties;
- To ensure safety and amenity for cyclists and pedestrians in the public realm;
- To minimise the impact of vehicle access on existing street trees and verge infrastructure; and
- To maximise on street parking opportunities.

Other Documents

This policy should be read in conjunction with the following:

- SPP 3.1: Residential Design Codes – WAPC;
- LPP 2.1: Residential Development – City of Wanneroo;
- AUS-SPEC #1 – Development Design Specifications – City of Wanneroo;
- Australian Standard 2890 – Standards Australia; and
- Guide to Subdivision Applications and Fees Application for Approval of Freehold or Survey Strata Subdivision – WAPC.

PART 2 – POLICY REQUIREMENTS

1 Utilities

1.1 All development areas subject to a split density code

- 1.1.1 Along with any development application, applicants must provide evidence that sufficient capacity exists in all necessary public utility services to adequately meet the needs of the proposed development.

2 Vehicle Access

2.1 Green title battle-axe proposals on subdivided lots (Appendix 1)

- 2.1.1 A maximum of one (1) vehicle crossover is permitted to service all proposed dwellings on the parent lot.
- 2.1.2 Vehicle access shall be via one (1) consolidated vehicle access point for each street frontage of the parent lot, with reciprocal access rights to serve all dwellings.
- 2.1.3 Reciprocal access shall be achieved by establishing a right of carriageway easement between the lots and establishing a restrictive covenant to restrict access from the remainder of the lot(s).

2.2 Grouped Dwelling Development on subdivided lots (Appendix 2)

- 2.2.1 For development of grouped dwellings on lots created by prior subdivision (i.e. Survey-Strata with Common Property), a maximum of one (1) vehicle crossover is permitted to service all proposed dwellings on the relevant survey-strata plan.
- 2.2.2 Vehicle access shall be via shared access over identified areas of common property.
- 2.2.3 Separate crossovers and vehicle access for individual grouped dwelling lots shall not be permitted.

2.3 Grouped Dwelling Development (Appendix 3)

- 2.3.1 Where a proposed development comprises two or more grouped dwellings on a lot, a maximum of one (1) vehicle crossover shall be permitted to provide vehicle access to all dwellings.
- 2.3.2 Separate crossovers and vehicle access for individual grouped dwelling lots shall not be permitted.

2.4 Grouped Dwelling Development on Corner lots (Appendix 4)

- 2.4.1 Where a proposed development comprises two or more grouped dwellings on a lot with frontage to two constructed roads, more than (1) vehicle crossover may only be permitted where:
- a) There is no more than one (1) vehicle crossover located on each street frontage;

- b) The provision of multiple crossovers will not result in any conflict with existing street trees and/or infrastructure in the adjoining road verge; and
- c) There is sufficient verge space for bin collection and on street parking.

2.5 Multiple Dwelling Development

- 2.5.1 Where a proposed development comprises multiple dwellings on a lot, a maximum of one (1) vehicle crossover per street frontage shall be permitted to provide vehicle access to all dwellings.
- 2.5.2 Crossovers shall not exceed 6m in width at the lot boundary in accordance with Appendix 5.
- 2.5.3 Where a proposal comprises multiple dwellings, regardless of whether it is capable of being approved under the 'deemed-to-comply' provisions of the R-Codes, the proposal shall be advertised in accordance with Clause 64 of the deemed provisions of DPS 2.

3 Garage design

3.1 All Residential Development in areas subject to a split density code

- 3.1.1 Garages must be setback 0.5m behind the alignment of any dwelling that has street frontage, as defined in the R-Codes.
- 3.1.2 Carports may be permitted within the front set back area, subject to clause 5.1.2 (Street Setback) of the R-Codes, providing the appearance of the carport matches the accompanying dwelling by using the same colour and/or material for supporting pillars and the same colour and material for roofing.

4 Street Surveillance

4.1 All Residential Development in areas subject to a split density code

- 4.1.1 At least one balcony, verandah or major opening to a habitable room of the dwelling must face and have uninterrupted views of each of the following (where applicable);
 - a) Primary street;
 - b) Secondary street
 - c) Right-of-way
 - d) Battle-axe leg;
 - e) Pedestrian access way;
 - f) Pedestrian approach to the dwelling; and
 - g) Vehicular approach to the dwelling.

5 Landscaping

5.1 All Residential Development in areas subject to a split density code

- 5.1.1 No more than 50% of the front setback area shall comprise impermeable hardstand including synthetic turf, loose stone, compacted limestone or paving.

- 5.1.2 The remaining 50% of the front setback area shall comprise soft landscaping defined as turf, planting and/or trees.

6 Crossover Design

6.1 All Residential Development in areas subject to a split density code

- 6.1.1 Proposed new crossovers shall not exceed three (3) metres in width at the lot boundary, in accordance with Appendix 6, unless:
- a) The development proposes five or more dwellings on the parent lot; or
 - b) The development is required to take vehicle access from a district distributor road, in which case;
 - The crossover width shall not exceed a total width of 6m at the lot boundary, in accordance with Appendix 5.
- 6.1.2 Approved crossovers shall not be constructed closer than 1.5 metres from the base of an existing street tree.
- 6.1.3 Approved crossovers shall be set back a maximum of 1.0m from the lot boundary to maximise landscaping and on street parking opportunities except where:
- a) The development proposes a configuration of dwellings that is serviced by a central vehicle access way (Appendix 7):
- 6.1.4 Where the location of a proposed crossover requested by the property owner conflicts with existing road reserve infrastructure assets, any costs required to alleviate that conflict will be borne by the property owner.

7 Noise Management

7.1 Any subdivision or development application for Land that directly abuts Wanneroo Road or Mirrabooka Avenue

- 7.1.1 A Noise Management Plan (NMP) shall be prepared by the applicant and submitted alongside other accompanying materials required as part of the development or subdivision application. The NMP shall address the potential for road transport noise and recommend noise mitigation measures where appropriate.

PART 3 – CONDITIONS OF APPROVAL

8 Subdivision Application

8.1 Any subdivision application.

8.1.1 Where a subdivision application is received, the assessing officer may recommend in its response to the WAPC's referral that:

- a) A right of carriageway easement is established between the lots created to ensure that all lots are serviced by one consolidated vehicle access point;
- b) A restrictive covenant is placed on the certificates of title preventing vehicle access from the remainder of the lot(s);
- c) The proposed access way(s) being constructed and drained at the landowner/applicant's cost to the specifications of the local government. (Local Government);
- d) Redundant vehicle crossover(s) to be removed and the kerbing, verge and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the Western Australian Planning Commission and to the specifications of the Local government;
- e) Suitable arrangements being made with the local government for the provision of a vehicle crossover to service the lot(s) shown on the approved plan of subdivision.
- f) Detailed Area/Local Development [DELETE AS APPROPRIATE] Plan(s) being prepared and approved for lots shown on the plan dated [INSERT VALUE] (attached) that address the following:
 - a.
 - b.
 - c.

(INSERT SPECIFIC REQUIREMENTS AS APPROPRIATE) to the satisfaction of the Western Australian Planning Commission. (Local Government)

- g) A notification, pursuant to Section 70A of the *Transfer of Land Act 1983* is placed on the certificate(s) of title of the proposed lot(s). Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:

"The lot/s is/are situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected by transport noise."

9 Development Application

9.1 Any development application.

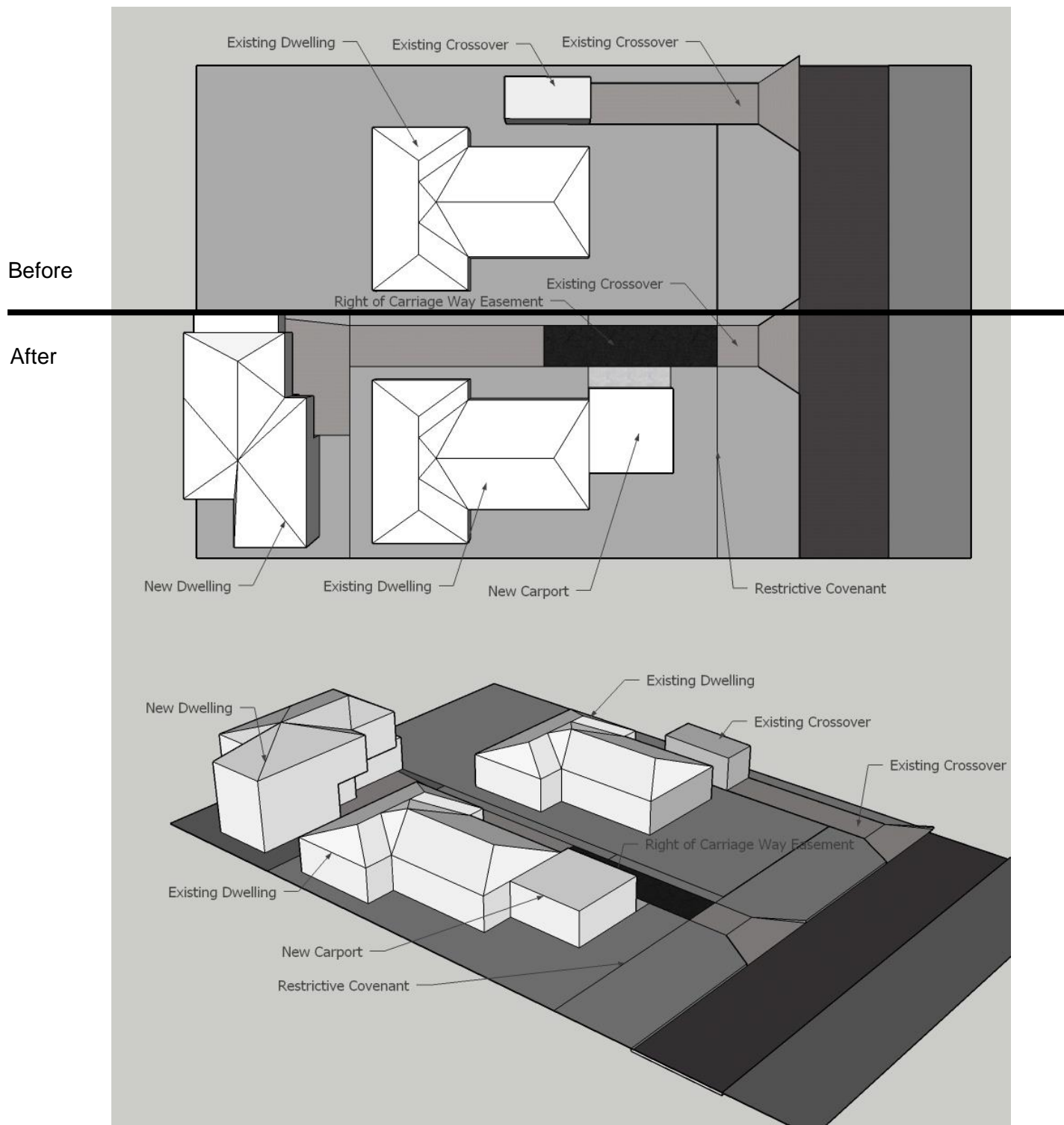
Where a development application is received, the assessing officer may impose one or more of the following conditions on the approval:

- a) Parking areas, driveways and points of ingress and egress shall be designed and constructed in accordance with the Australian Standard 2890 and shall be drained, sealed and marked and thereafter maintained to the satisfaction of the Council;
- b) Existing crossovers that are not required for this approval must be closed, kerbs reinstated and verges graded, stabilised and landscaped;
- c) Carports shall not be enclosed except to the extent that they abut a dwelling or a property boundary on one side and are not to be fitted with a door unless that door is visually permeable.

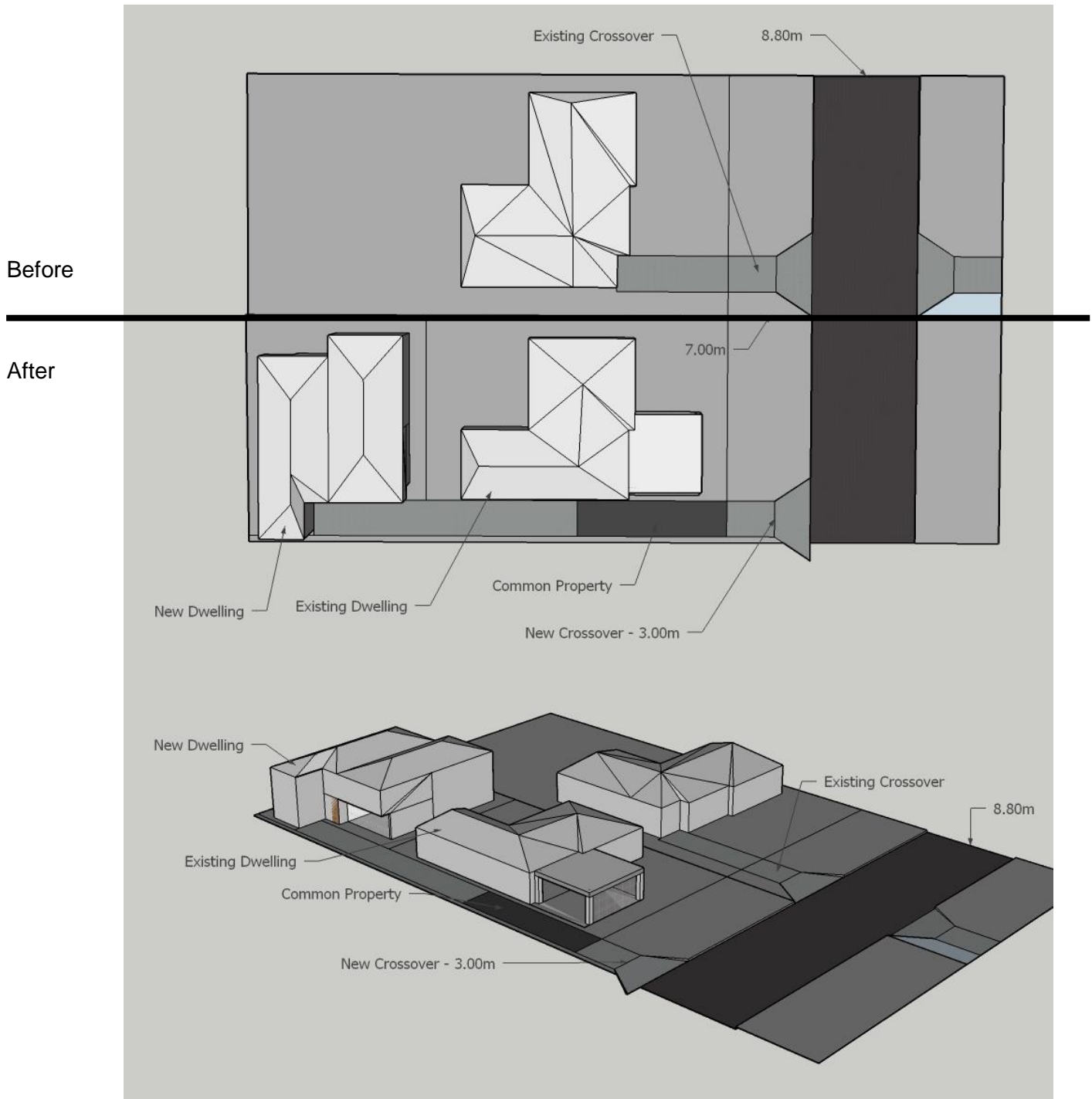
DRAFT

10 Appendices

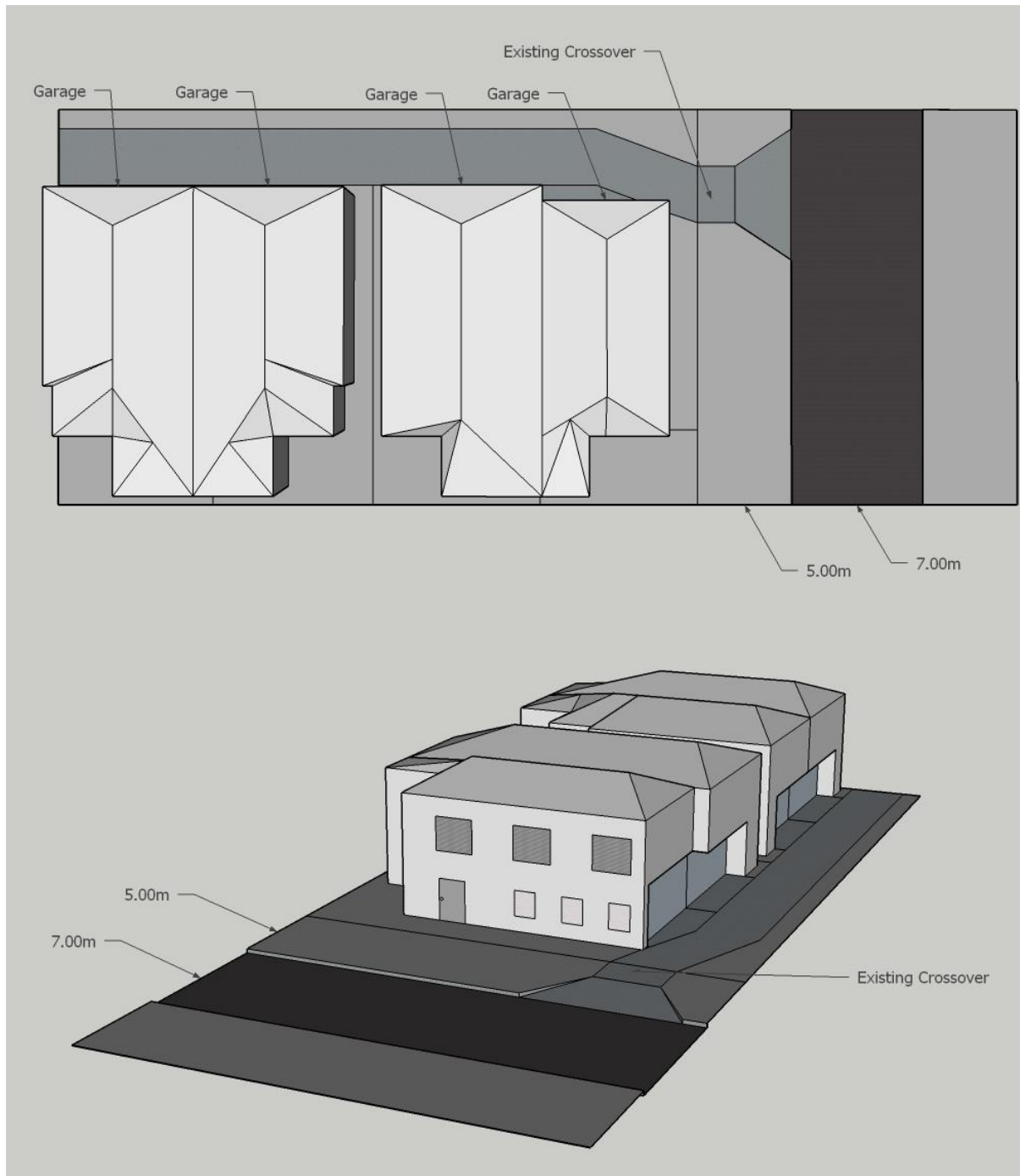
Appendix 1 – Green title battle axe proposals on subdivided lots



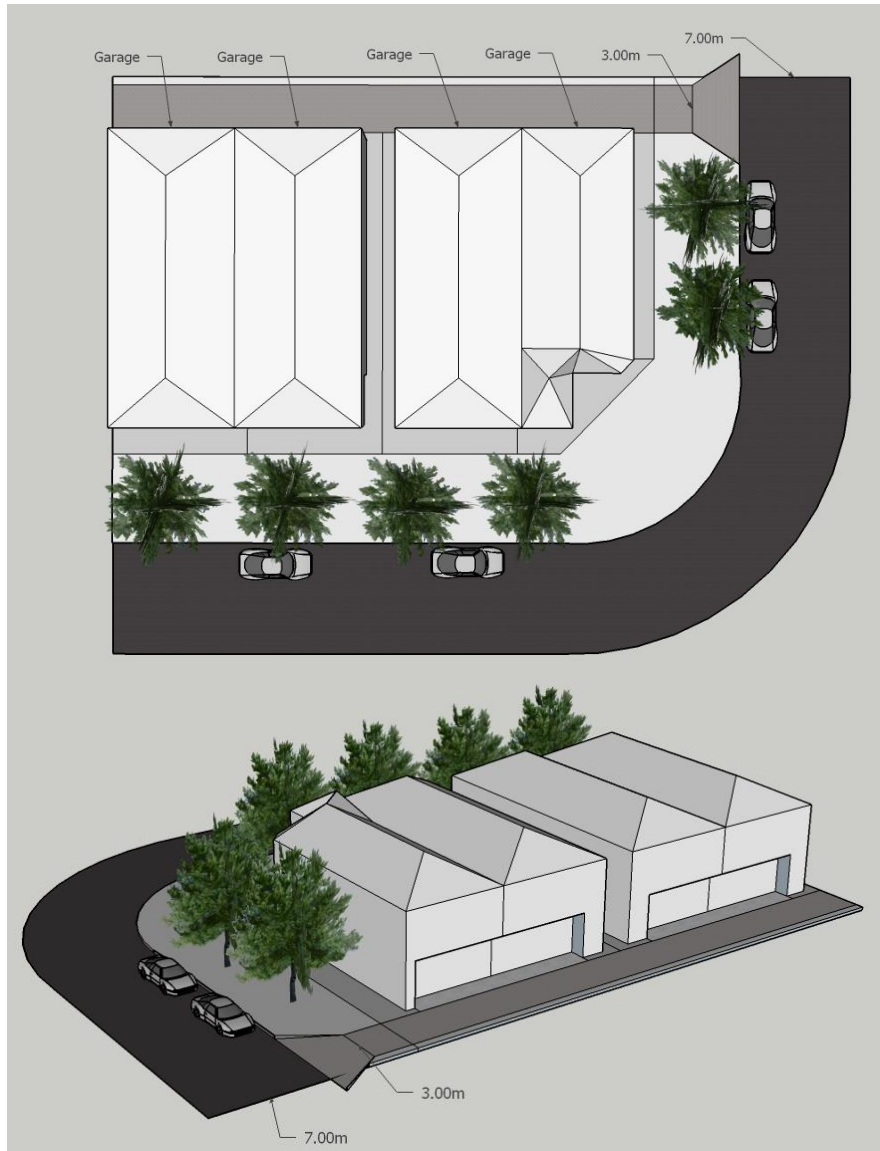
Appendix 2 – Grouped dwelling development on subdivided lots



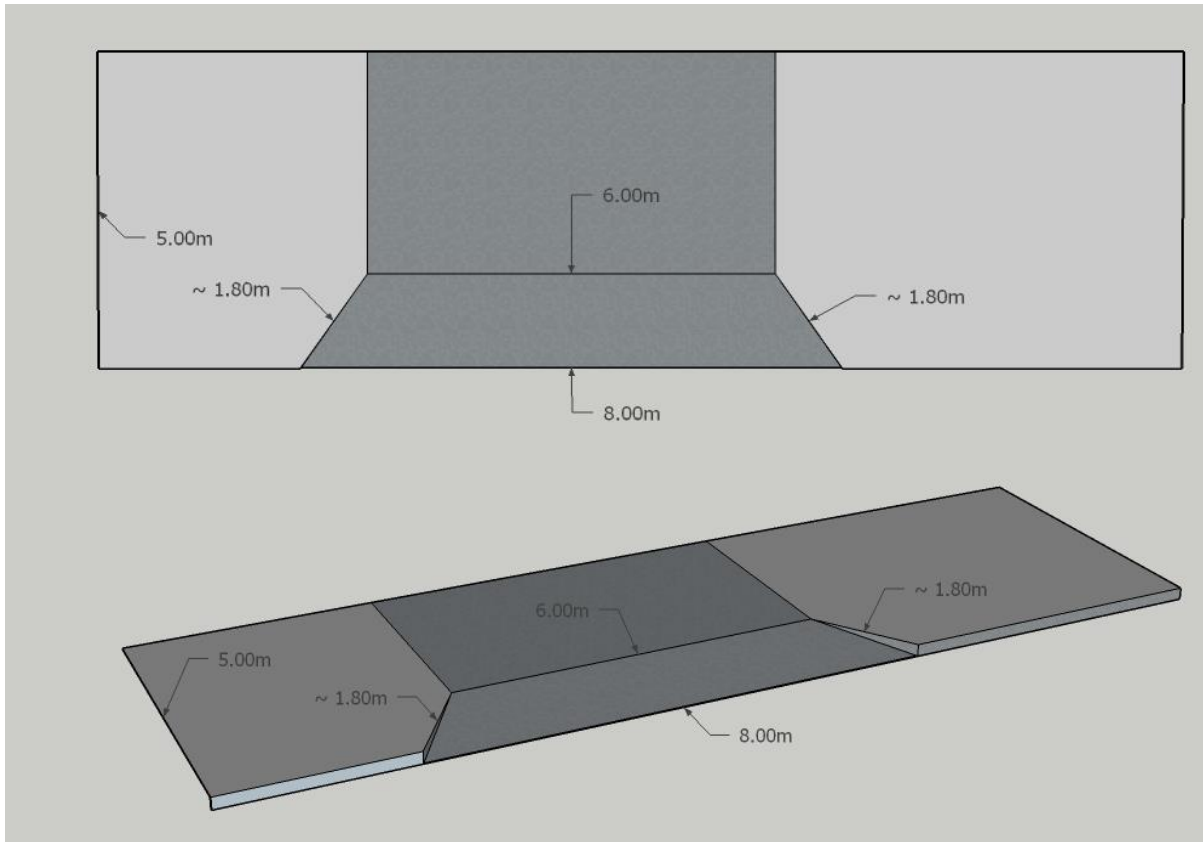
Appendix 3 – Grouped dwelling development on non-subdivided lots



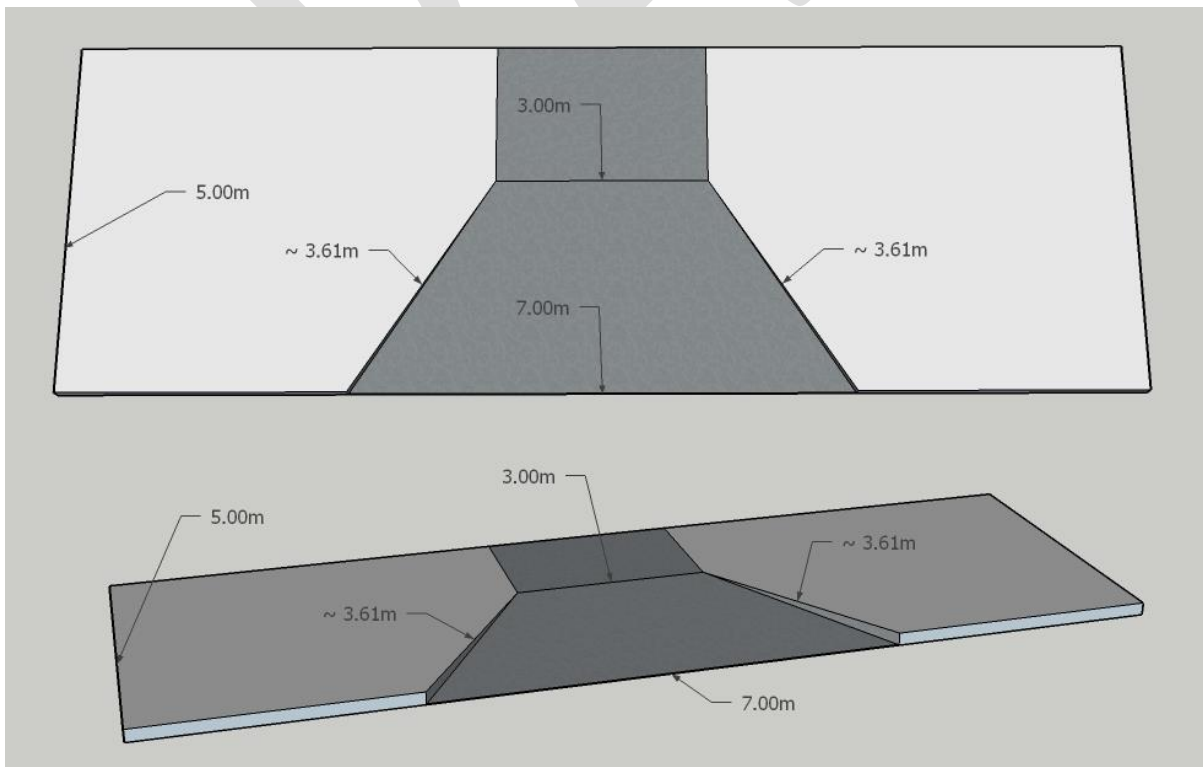
Appendix 4 – Grouped Dwelling Development Site – Corner Lot



Appendix 5 – 6m Crossover



Appendix 6 – 3m Crossover



Appendix 7 – Central vehicle access configuration

