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## **PART 1 – POLICY OPERATION**

### **Policy Development**

This Policy has been prepared under the provisions of Clause 3 of the deemed provisions of the City of Wanneroo District Planning Scheme No. 2.

### **Application and Purpose**

This Policy prescribes acceptable standards for the type and location of vehicular access points, provisional standards for cycling infrastructure, and operational procedures for all new planning proposals including:

- structure plans and structure plan amendments;
- detailed area plans;
- applications for planning approval; and
- subdivision applications.

The area to which this Policy applies is bordered by, and inclusive of, Toreopango Avenue to the north, the proposed Mitchell Freeway to the east, Kingsbridge Boulevard to the south, and Marmion Avenue to the west. This area is represented graphically in **Figure 1**.

In the event of any inconsistency between the provisions of this Policy and:

- an agreed structure plan; or
- an application for planning approval that accords with an agreed structure plan; or
- a subdivision application that accords with an agreed structure plan;

then the provisions of that structure plan shall prevail, but only to the extent of that inconsistency.

### **Objectives**

The objectives of this Policy are to:

1. Recognise Marmion Avenue is a major north-south transport route serving the north west corridor, but accept it is a lower classification road than the proposed Mitchell Freeway, which will run parallel, approximately two kilometres to the east;
2. Facilitate adequate pedestrian and bicycle movement (within the road reservation) along and across Marmion Avenue;
3. Strike a balance between the safe movement and flow of traffic on Marmion Avenue and the need for traffic to enter, leave and cross Marmion Avenue; and
4. Create sufficient access opportunities to activity centres, which include crossing points for all modes of transport (including pedestrians) and safe access for vehicles accessing the centres.

## Structure

This Policy consists of three parts:

**Part 1 – Policy Operation:** This includes the Policy context and objectives.

**Part 2 – Policy Provisions:** Sets out Policy provisions for:

- Property access;
- Road design requirements;
- Cycle paths;
- Operating speeds and junction spacing; and
- Seeking amendments to the Policy.

**Part 3 – Figure 1:** A spatial plan that graphically reflects the following:

- The Policy application area
- Road hierarchy and rail network
- Key vehicular access points
- Ultimate target operating speed zones
- Centre locations

## PART 2 – POLICY PROVISIONS

1. No direct property access will be permitted to the Integrator Arterial roads (A) & (B) – depicted in **Figure 1** between Marmion Avenue and the proposed Mitchell Freeway – except where the access meets the requirements of this Policy and is for one of the following:
  - a) For the purposes of super lots; or
  - b) Where a commercial development creates rationalised access with the public road with an easement in gross granting reciprocal rights of access.
2. In the event of any inconsistency between the provisions of this Policy and either, relevant Main Roads WA (MRWA) Guidelines, the Austroads Guide to Road Design or Liveable Neighbourhoods then the provision of those documents shall prevail over the conflicting provision of this Policy but only to the extent of any inconsistency.
3. A safe network of pedestrian and bicycle crossing points will be provided to link communities across major roads and provide safe access to activity centres. Major pedestrian crossing points will generally be provided under traffic signal control, but grade separated crossings will also be considered where the geometry is supportive and traffic signals are considered to be inappropriate.

4. Clearly defined cycle paths, at the widths specified below, are required for both sides of the following roads in the applicable area. Acceptable designs will include:
- On-road cycle lanes and physically separated shared paths; or
  - Physically separated dedicated cycle paths and pedestrian paths.

**Table 1: Cycle Path Location and Minimum Widths**

| Road Type   | On-road Cycle Lane | Physically Separated Dedicated Cycle Path | Physically Separated Dual Use Path | Pedestrian Path |
|---|--------------------|---|------------------------------------|-----------------|
| Integrator Arterial (A)                                 | 2.5 m              | 2.0 m                                     | 2.1 m                              | 1.5 m           |
| Integrator Arterial (B) and Neighbourhood Connector (A) | 1.5 m              | 1.5 m                                     |                                    |                 |

5. Ultimate target operating speed and minimum junction spacing are specified in **Table 2** for Marmion Avenue and Integrator Arterial (A) and (B) roads, both;
- Within Town Centre Zones; and
  - Roads outside of Town Centre Zones.

**Table 2: Ultimate Target Operating Speeds and Minimum Junction Spacing**

| Roads within Town Centre Zones     |                                  |   |
|------------------------------------|----------------------------------|---|
| Affected Road                      | Ultimate Target Operating Speed* | Minimum Junction Spacing**                              |
| Marmion Avenue                     | 60 km/h                          | Major: 350 m<br>Minor: 165 m                            |
| Other Integrator (A) Roads         | 60 km/h                          | Spacing according to Table 5 of Liveable Neighbourhoods |
| Integrator (B) Roads               | 60 km/h                          |   |
| Roads outside of Town Centre Zones |                                  |   |
| Affected Road                      | Ultimate Target Operating Speed* | Minimum Junction Spacing**                              |
| Marmion Avenue                     | 80 km/h                          | Major: 1 km<br>Minor: 500 m                             |
| Other Integrator (A) Roads         | 70 km/h                          | Spacing according to Table 5 of Liveable Neighbourhoods |
| Integrator (B) Roads               | 60 km/h                          |   |

\*Ultimate target operating speeds are a forecasted requirement only. Future urban growth will dictate whether these speeds are needed or if they require review. Until then, interim speeds will be in effect. Existing roads already have these interim speeds applied by Main Roads WA policy. Future roads' interim speed zoning will be decided by Main Roads WA when required.

\*\*For Marmion Avenue only, 'Major' junctions involve more than two intersecting roads and are controlled by either signals or a roundabout. 'Minor' junctions are T intersections that involve two intersecting roads, controlled by either a 'Stop' or 'Give Way' sign. Within Town Centre Zones, the City may allow right turn manoeuvres. Outside of Town Centre Zones, only left-in left-out intersections will be accepted.

6. Where applications are made to Council seeking to depart from the intersection location, design or any other provision of this Policy, an application must first be made to seek an amendment of this Policy. The application must be supported by a Traffic Assessment, which needs to;
  - be undertaken by a sufficiently qualified and experienced traffic engineer;
  - clearly justify the necessity of the amendment including how it will benefit the road network and address the effect on traffic flow and safety; and
  - be approved by the City of Wanneroo in consultation with MRWA.

Part 3 - Figure 1: Spatial Plan  
 Marmion Avenue Arterial Road Access  
 (Toreopango Avenue - Kingsbridge Boulevard)

