

PEDESTRIAN ACCESS WAY CLOSURE REPORT

CRAINE PLACE, SPALDING

June 2021

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1.0 Introduction

The City of Greater Geraldton requests the closure of a Pedestrian Access Way (PAW) located between Lot 63 (No. 9) and Lot 64 (No. 12) Craine Place, comprising Lot 155 on Plan 11534 in Spalding. This report is designed to fulfil the requirements of the Western Australian Planning Commission (WAPC) 'Procedure for the Closure of Pedestrian Accessway' Planning Guidelines.

The PAW closure is intended to help address antisocial behaviour in the locality and to alleviate the concerns of residents on Craine Place in regards to crime and antisocial behaviour.

This report includes a description of the following matters, outlined in Appendix 1 of the Guidelines, as appropriate for the closure of a PAW without an adopted pedestrian and cycle access plan:

- Location and description of the subject site;
- Connectivity assessment;
- Identification of infrastructure providers;
- Detailed assessment of the PAW; and
- Justification of the closure of the PAW.

2.0 Description of Site

2.1 Regional Location

The subject site is located within the City of Greater Geraldton in the locality of Spalding, approximately 4 kilometres north of the centre of Geraldton.

2.2 Local Location

The subject site is located between Lots 63 (No. 9) and 64 (No. 12) Craine Place, Spalding. It is at the western end of Craine Street and connects to an unconstructed road reserve to the east.

2.3 Cadastral Information

The subject site comprises one parcel, being Lot 155 on Plan 11534. It was vested in the Crown on 13 May 1976 as a Pedestrian Access Way under Section 20A the Town Planning and Development Act 1928.

The Paw proposed for closure has an approximate area of 195m².

2.4 Existing Improvements

The subject site is unpaved. It is not formally constructed and is bound on either side by boundary fencing for adjoining residential lots (note some fences recently damaged in cyclone).

2.5 Proposed Closure

The PAW is proposed to be closed to reduce the antisocial behaviour that is affecting Craine Place through those using the pedestrian link.

Appendix A Shows Plan 11534 and the PAW.

3.0 Connectivity Assessment

The Spalding locality is characterised by a number of cul-de-sac with PAWs linking the street and pedestrian path network to various areas of Public Open Space (POS).

The major community facilities in the area are Eadon Clarke Sports facilities, the Spalding Golf Club, Chapman River Regional Reserve and a number of smaller POS areas. The balance of the locality is single residential dwellings with a few grouped dwelling locations.

The North West Coastal Highway is located approximately 230 metres to the west of the subject site. The PAW does not provide formal access to the highway, however a number of vacant lots on Lawley Street allow informal access to Craine Place via the accessway.

The PAW is served by existing public transport, with a bus stop located on the corner of Tamblyn Street and Craine Place. The bus connects Spalding to central Geraldton.

Other PAWs in the neighbourhood are similar to the Craine Place PAW. They connect to unconstructed road reserves or undeveloped lots. As a result they facilitate informal pedestrian networks and trespassing through private property in places.

The proposed closure is intended to reduce the antisocial behaviour associated with pedestrians using the PAW and should not have a negative impact on existing pedestrian thoroughfares in Spalding. The current use of the accessway would facilitate use of informal pedestrian transport routes towards Bluff Point, facilitated by trespassing on privately owned lots.

Appendix B shows other PAWs in the vicinity of the subject site, major community facilities in the locality, existing bus routes and dual use paths.

4.0 Identification of Infrastructure Providers

A preliminary servicing investigation has been undertaken by the City. This servicing infrastructure includes existing water, electricity, gas, drainage and City infrastructure in proximity to the subject site. A more thorough analysis of infrastructure is presently being carried out which includes liaison with various infrastructure providers to ascertain if any is impacted upon by the proposed closure.

The preliminary analysis revealed that there is City stormwater drainage infrastructure located below the PAW. Liaison with the relevant City Department will determine the course of action to be undertaken with regards to this.

A servicing plan is included as Appendix C of this report.

5.0 Detailed Assessment of the PAW

5.1 Location and Design Characteristics

The PAW is located between Lots 63 (No. 9) and 64 (No. 12) Craine Place, Spalding. It is east–west in direction and is approximately 65 metres in length and 3 metres in width. The total area of the PAW is approximately 195m².

The location and design of the PAW is not considered to be consistent with the WAPC's Development Control Policy 2.6 – Residential Road Planning ('DCP2.6'), which states in Section 3.6.9:

'The design of new subdivision should, therefore, avoid narrow pedestrian access ways between property boundaries. Alternative design solutions should be sought using the local road network and public open space linkages to provide direct, pedestrian friendly connections between residential areas and public facilities such as shops, schools and bus routes.

Where pedestrian links between property boundaries are unavoidable, the design of the pedestrian access way should limit the opportunities for anti-social behaviour. For this reason, the width of the pedestrian access way should not be less than eight metres and the design should be straight and open to view from other residences, street, or public open space.'

The existing PAW is narrow, 3 metres wide, and long. It connects to an unconstructed road reserve and is mostly utilised to facilitate informal pedestrian access. The existing street network is therefore a more favourable alternative for pedestrian access. It affords better surveillance opportunities and does not encourage informal pedestrian access that involves trespass through private property.

For this reason the closure of the PAW is considered appropriate.

5.2 Level of Passive Surveillance

There is presently a low level of passive surveillance of the PAW by adjoining properties, public open space and from the street. The PAW abuts a single residential dwelling on the southern side and a grouped dwelling development to the north. Neither offer passive surveillance of the PAW.

The fencing along the northern and southern portions of the PAW consists of 1.8 metre high colourbond on the northern side and slightly lower super six on the southern side (some fences recently damaged in cyclone). The lack of passive surveillance contributes to the level of antisocial behaviour that occurs.

5.3 Condition

The PAW is sand, with no constructed path. It connects to an unconstructed road reserve with no path and also consisting of sand, as well as a vacant lot which is utilised for informal east-west pedestrian access. The PAW contains scattered rubbish.

5.4 Connectivity

The PAW connects to an unconstructed road reserve and a number of vacant lots. It appears that the PAW is primarily utilised for informal east– west access for pedestrians and there is a level of trespassing that occurs onto vacant lots as a result. This east west access appears to be primarily for residents to the south, east and north to access the highway and shopping facilities in Bluff Point that are to the west.

As the PAW facilitates trespassing and contributes to antisocial behaviour it is recommended that the PAW be closed.

6.0 Justification for the Partial Closure of the PAW

The PAW is considered to be non-essential using the criteria outlined in the Procedure for the Closure of Pedestrian Access Ways Planning Guidelines, as it can be closed without causing significant inconvenience to local residents.

Whilst the PAW does show signs of use and is part of an informal pedestrian path network, it is not considered to be a viable pedestrian option for the following reasons:

- The PAW has low levels of passive surveillance contributing to antisocial behaviour affecting nearby residents;
- The PAW is narrow and is enclosed by non-visually permeable perimeter fencing (fencing damaged by recent cyclone). This is inconsistent with the principles of planning and designing out crime;
- The PAW facilitates trespass through privately owned lots as this provides the easiest east-west link to the nearest local centre (Bluff Point); and
- The PAW is of poor construction, being unpaved, not landscaped nor having lighting provided.

The impact upon the pedestrian east-west link is acknowledged. However if trespass through privately owned lots was prevented the impact would be the same. There is no formal pedestrian transport network that Craine Place's PAW connects to, the nearest east-west pedestrian linkages being Green Street to the north and Broome Street to the south.

The PAW is of low construction quality and its closure has been requested by a landowner that has been affected by the antisocial behaviour caused by its poor design and lack of surveillance. The fact that it also contributes to an informal transport network where trespass through lots occurs is an issue as well.

Given the reasons above it is believed that the closure of the existing PAW is justified.

7.0 Conclusion

This report has been designed to fulfil the requirements of the WAPC 'Procedure for the Closure of Pedestrian Access Ways' Planning Guidelines and has addressed steps 3 - 9 in Appendix 1 of these. It is recommended that the City of Greater Geraldton support the request for the closure of the PAW legally described as Lot 155 on Plan 11534 in Spalding.

PLAN 11534

APPENDIX A

P 011534 F 01



GERALDTON LOT 837 & PT GERALDTON LOT 836

TOTAL AREA 3.3046 ha

FB. 36411

INDEX PLAN 5449 CHAPMAN 2000 16.19

C/Ts 1331-175

APPROVED

28-5-76

NOW 1436-913

LOCAL GOVERNMENT ACT

ALL ROADS WITHIN THE GREEN BORDER ARE NOW DEDICATED.

DEPTH LIMIT 12.19 METRES

IN ORDER FOR DEALINGS

13-5-76

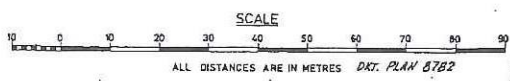
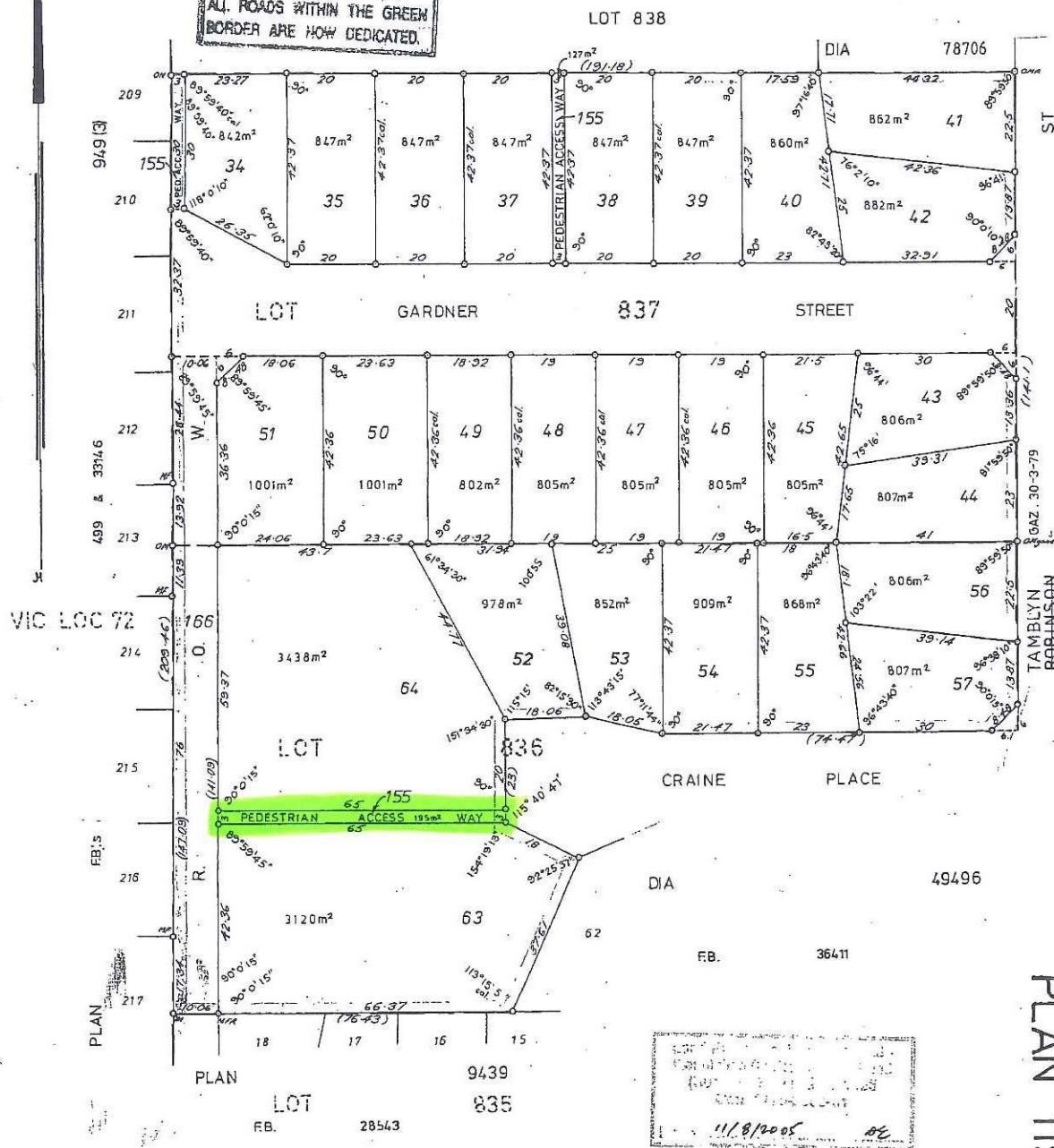
① T.P. Act. Sec 20A

② L.G. Act. Sec 245(2)

PEDESTRIAN ACCESSWAYS & R.O.W.
TO VEST IN THE CROWN UNDER
SEC. 20A OF THE TP & D. ACT.

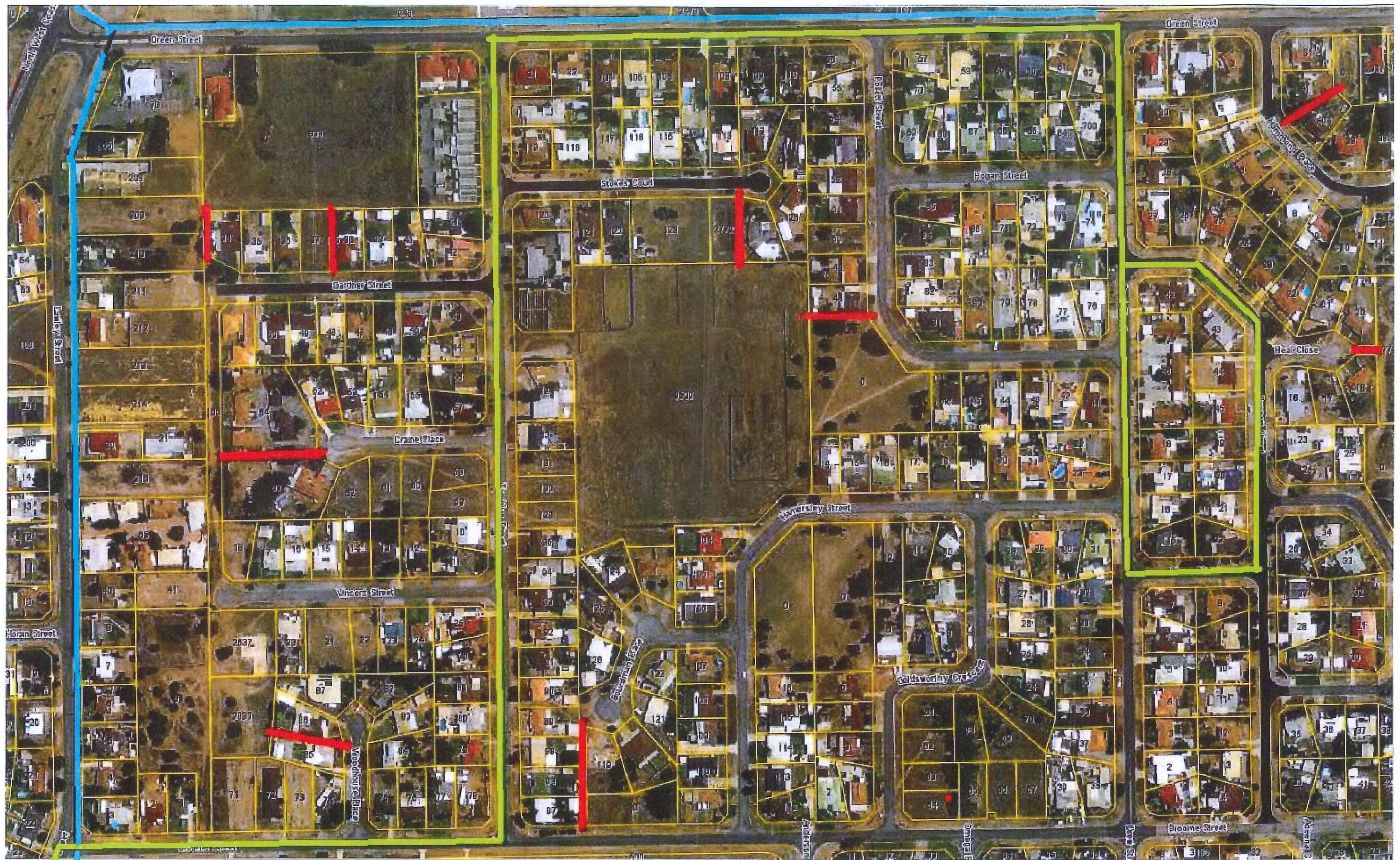
LOCAL GOVERNMENT ACT

ALL ROADS WITHIN THE GREEN
BORDER ARE NOW DEDICATED.



PLAN 11534

APPENDIX B



- Bus
- PAWS
- DUAL USE PATH

TRACED FROM LAS DEPT PROJECT 770052

