

<p>CITY OF GREATER GERALDTON</p> <p>RESIDENTIAL DESIGN CODES – VEHICULAR ACCESS</p> <p>Local Planning Policy</p>	<p>Version; 1</p> <p>Originated Date; 23rd September 2011</p> <p>Review Date; Annually</p>
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RESIDENTIAL DESIGN CODES – VEHICULAR ACCESS
Local Planning Policy

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1.0 PURPOSE:

Local Planning Policies are guidelines used to assist the local government in making decisions under the Scheme. The Scheme prevails should there be any conflict between this Policy and the Scheme.

It is not intended that a policy be applied rigidly, but each application be examined on its merits, with the objectives and intent of the policy the key for assessment. However, it should not be assumed that the local government, in exercising its planning discretion, be limited to the policy provisions and that mere compliance will result in an approval. This approach has produced many examples of inappropriate built form that has a long-term impact on the amenity and sustainability of the locality.

The City encourages applicants to produce innovative ways of achieving the stated objectives and acknowledges that these may sit outside the more traditional planning and architectural approaches. In these instances the local government is open to considering (and encourages) well presented cases, during pre-application consultation, having due regard to the outcome of any public consultation undertaken and the orderly and proper planning of the locality.

2.0 SCOPE:

A Local Planning Policy is not part of the Scheme and does not bind the local government in respect of any application for planning approval but the local government is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.

3.0 OBJECTIVE:

- 3.1 To specify the minimum standard for vehicular access so that it is considered to be safe and adequately formed.
- 3.2 To provide additional Acceptable Development Criteria to the Residential Design Codes for Design Element 6.5 Access and Parking Requirements, specifically Part 6.5.4 Vehicular Access.
- 3.3 To provide additional Acceptable Development Criteria to the Residential Design Codes for Design Element 7.3 Site Planning and Design, specifically Part 7.3.5 Vehicular Access.
- 3.4 To ensure that crossover construction maintains the levels of the verge (from the property boundary to the constructed street) and any changes do not compromise the infrastructure (existing or proposed) within the verge.

4.0 POLICY STATEMENT:

4.1 Domestic Driveways

Although not a requirement of this policy, the City encourages that formed driveways comply with Australian Standard AS/NZS 2890.1:2004 or as an alternative be certified in writing by a professionally qualified engineer that the particular grade line is safe.

4.2 Standards for Crossovers

- 4.2.1 In addition to the Acceptable Development Criteria for Part 6.5.4 and Part 7.3.5 of the Residential Design Codes, the following shall apply:

No planning application is required where the crossover does not alter the natural ground level of the verge or where the natural ground level of the verge is altered, the crossover gradient is a maximum of 1 in 40 (+2.5%).

- 4.2.2 A planning application is required for any crossover that proposes any change in the natural ground level of the verge. There is a general presumption against altering the verge level as this may have implications for minimum cover or maximum depth of essential services located in the verge plus impacts pedestrian accessibility.

5.0 REFERENCE:

The City of Greater Geraldton Town Planning Scheme(s) and the Planning & Development Act 2005.

6.0 RESPONSIBILITIES:

The Town Planning Services Team as per the Delegations Policy and Register.

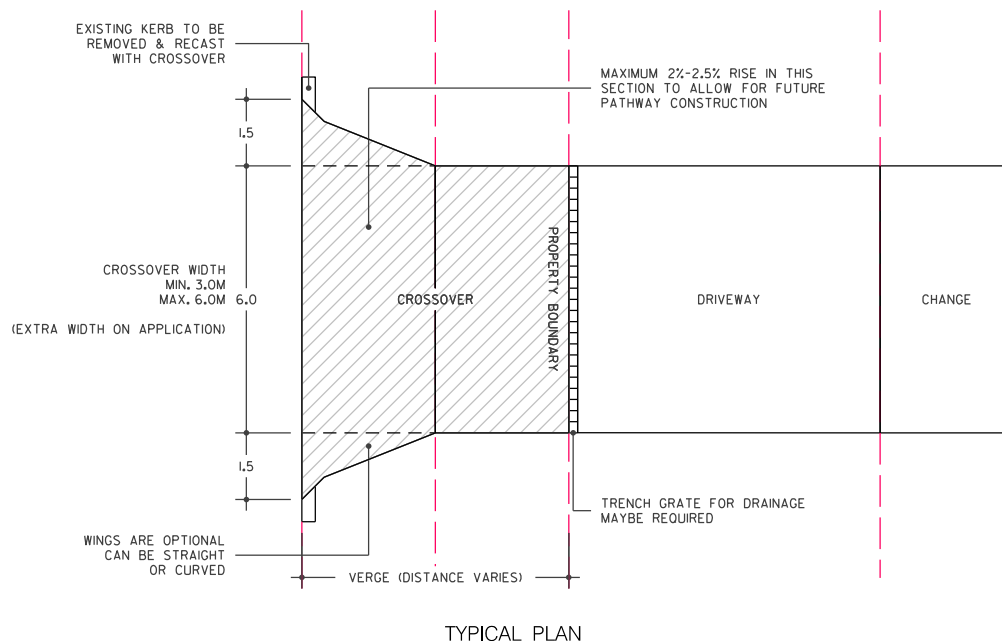
7.0 ADOPTION:

Version 1 (draft for advertising)
(final)

12th October 2011
27th March 2012

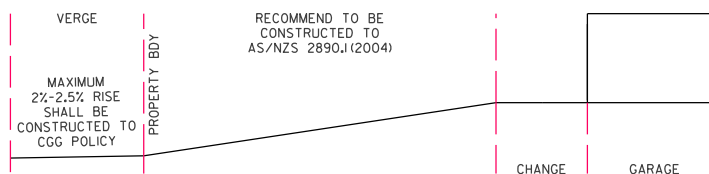
NOTES

1. VERGE MUST BE FLUSH WITH YOUR DRIVEWAY.
2. NO PART OF THE CROSSOVER IS TO EXTEND INTO THE FRONTAGE OF ADJACENT PROPERTIES (LOTS).
3. CONCRETE FINISH IS TO BE BROOMED (NON-SLIP).
4. DO NOT DISTURB ROAD DRAINAGE (IE. GULLY PITS, SIDE-ENTRY PITS, ETC).
5. AS/NZS 2890.1(2004): PARKING FACILITIES - OFF-STREET CAR PARKING.



TYPICAL SECTIONS

PROPERTY HIGHER THAN ROAD LEVEL



PROPERTY LOWER THAN ROAD LEVEL



GENERAL INFO

- DRAWING NUMBER: MISC83
- C1 TYPICAL LAYOUT FOR A CROSSOVER
 - C2 BITUMEN/ASPHALT CROSSOVER DETAILS
 - C3 BRICK/BLOCK PAVED CROSSOVER DETAILS
 - C4 CONCRETE CROSSOVER DETAILS
 - C5 GRAVEL/CULVERT CROSSOVER DETAILS

AMENDMENTS	1.	JUNE 2011	CHANGED OVER TITLE BLOCK & LOGO'S	RJT	
	2.	SEPT 2011	GRADIENT INFORMATION ADJUSTED/CHANGED	RJT	A. DUFF
	3.	JAN 2012	CHANGED TO MEET AS/NZS 2890.1(2004)	RJT	A. DUFF
NO.	DATE	DESCRIPTION	BY	APPR.	



DESIGNED:	GTON-GREENOUGH	DATE:	JULY 2007
DRAWN:	R. THORP	DATE:	JULY 2007
CHECKED:	A. DUFF	DATE:	JULY 2007
APPROVED BY:		DATE:	
DEPARTMENT COMMUNITY INFRASTRUCTURE			

STANDARD DETAILS FOR CROSSOVERS		PAPER SIZE:	A4
PROJECT TITLE:		SURVEYED BY:	
DRAWING TITLE:		DATE SURVEYED:	
CROSSOVER – TYPICAL LAYOUT		DATUM:	H V
		SCALE:	NTS
FILE LOC:	PROJECT/DRAWING NUMBER:	REVISION NUMBER:	
	MISC83 – C1		3