

R-Codes – Vehicular Access

Local Planning Policy

VERSION 2

December 2015

town planning services

Version	Adoption	Comment
1	12 October 2011 Council Item SC014	Final – No objections received during advertising.
2	15 December 2015 Council Item DRS242	Readopted under the new LPS No. 1.

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town planning services

1.0 CITATION

This is a local planning policy prepared under the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City of Greater Geraldton Local Planning Scheme No. 1 ('the Scheme'). It may be cited as the *R-Codes – Vehicular Access local planning policy*.

The local government may prepare a local planning policy in respect of any matter related to the planning and development of the Scheme area. In making a determination under the Scheme the local government must have regard to each relevant local planning policy to the extent that the policy is consistent with the Scheme.

2.0 BACKGROUND

State Planning Policy 3.1 – Residential Design Codes (the R-Codes) includes provisions for decision-makers to prepare local planning policies to alter certain development standards of the R-Codes where a specific local need arises. The R-Codes also acknowledge that applications with proposals which do not satisfy the deemed-to-comply provisions of the R-Codes may need to rely more specifically on local housing requirements and design objectives.

This policy provides local housing objectives and varies relevant deemed-to-comply provisions of the R-Codes to assist in their implementation. It should be read in conjunction with the R-Codes.

3.0 OBJECTIVES

- a) To alter the deemed-to-comply provisions of the R-Codes for *Design Principles 5.3.5 and 6.3.5 – Vehicular access*.
- b) To specify the minimum standards for vehicular access and driveways so that it is considered by the local government to be safe.
- c) To ensure that crossover construction maintains the levels of the verge

4.0 POLICY MEASURES

4.1 Driveways

Although not a requirement of this policy, the local government strongly 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 Crossovers

- 4.2.1 In addition to the deemed-to-comply requirements for design principles 5.3.5 and 6.3.5 of the R-Codes the following shall apply:

No development 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 development 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 on pedestrian accessibility.
- 4.2.3 It is therefore desirable that development of land generally avoids major interference with the natural (or pre-existing) site levels, thereby preserving the natural topography.

5.0 DEFINITIONS

Refer to *State Planning Policy 3.1 – Residential Design Codes (the R-Codes)*.

Crossover means the portion of the vehicle access way in the verge area.

Verge means the area from the street boundary to the edge of the constructed street.