



**POLICY NO. LPP 5.7**

**GOSNELLS AND BECKENHAM LANEWAYS**

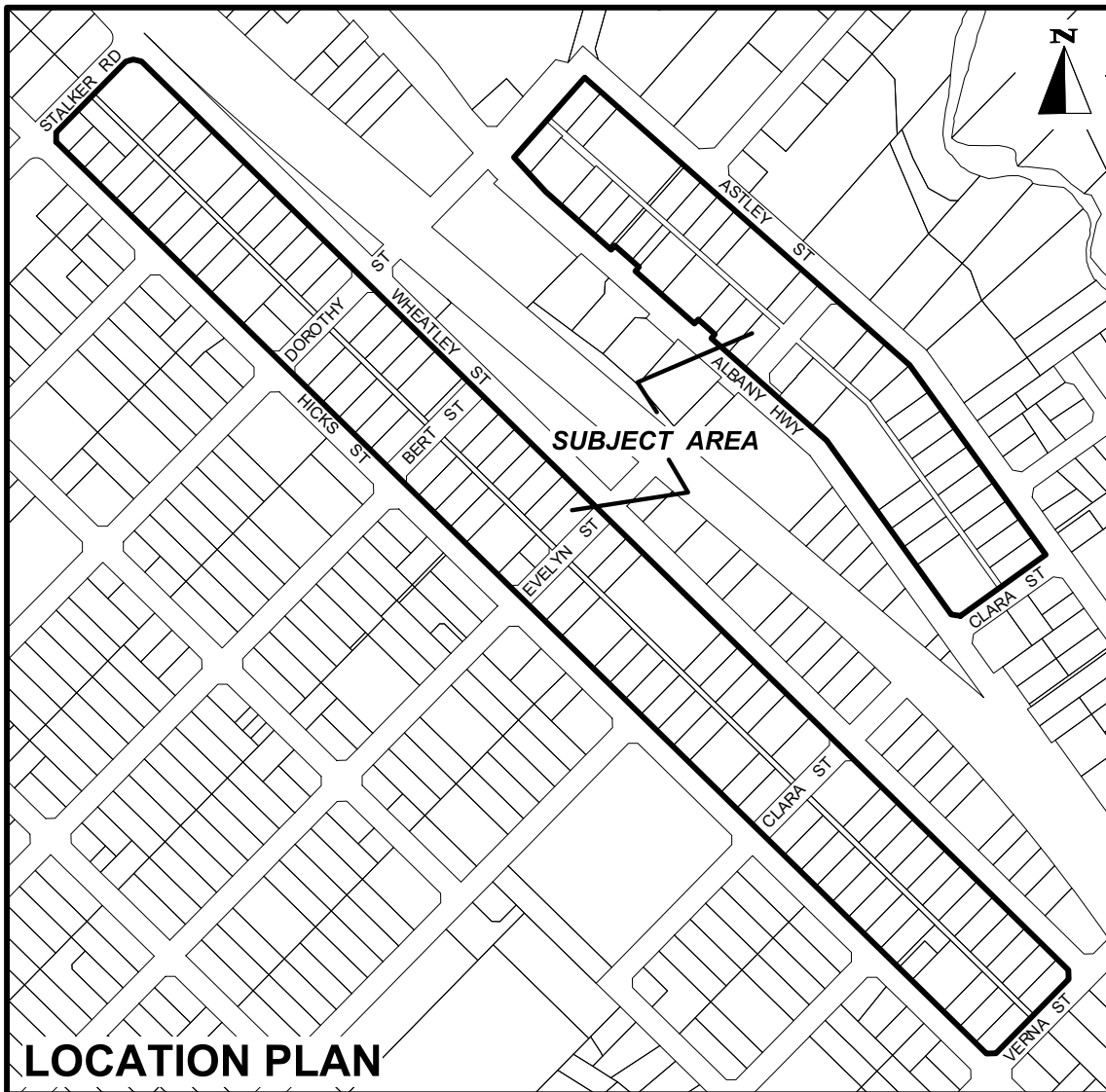
**PURPOSE**

To provide guidance for the assessment and determination of applications for Development Approval on land abutting the Gosnells and Beckenham Laneways.

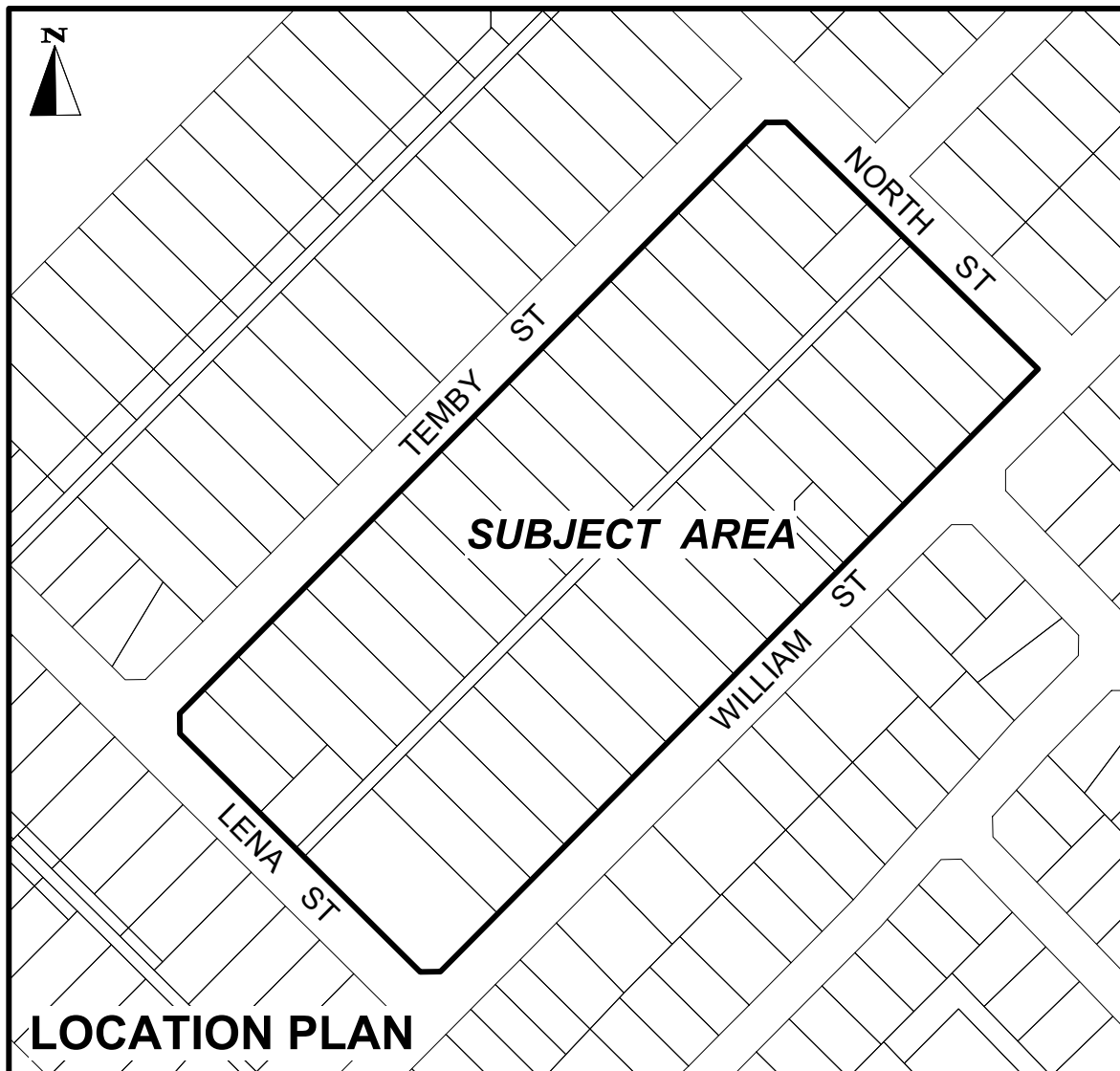
**POLICY STATEMENT**

**1. APPLICATION**

This Policy applies to all applications for Development Approval for Development on land abutting the Laneways, as shown below. Where there is an inconsistency between this policy and the Residential Design Codes and/or Local Planning Policy 1.1 - Residential Development, this policy shall apply.



**1.1 Gosnells Laneways**



**1.2 Beckenham Laneway**

**2. OBJECTIVES**

The objective of this Policy is to facilitate development that uses and enhances the existing Laneways.

**3. DEFINITIONS**

The following terms are used throughout this Policy:

- Laneway* For the purposes of this Policy, means the Gosnells or Beckenham Laneways as applicable.
- Major Opening* Has the same meaning as in the Residential Design Codes.
- Primary Street* The sole or principal public road that provides access to the major entry (front door) to the dwelling or building. For the purposes of this Policy, the laneway cannot be the Primary Street.



*Visually Permeable* Has the same meaning as in the Residential Design Codes.

#### **4.0 POLICY**

#### **4.1 All Development**

4.1.1 All development on lots located on the intersection of the laneway and another street are to be designed to provide for a 1m x 1m corner truncation.

4.1.2 Any fencing along the common boundaries between private property and the laneway is to comply with the standards contained in *Local Planning Policy 4.10 - Subdivision and Development abutting Public Areas*.

4.1.3 In approving any application for the development of land abutting the laneway, a condition will be imposed requiring a financial contribution to be made to the upgrading of the full width of the laneway for the full length of the lot and to an urban standard.

4.1.4 In approving any application for the development of land abutting the laneway, a condition will be imposed requiring satisfactory arrangements to be made to advise prospective purchasers that the standard of presentation of the laneway may be low until such time as the ultimate upgrade takes place.

4.1.5 In approving any application for the development of land abutting the laneway, a condition will be imposed requiring the submission of a Waste Management Plan, to the satisfaction of the City, which stipulates the manner by which all waste (regular waste, recycling and bulk collections) are to be collected from the site.

4.1.6 All development will provide a common letterbox facility at the Primary Street, with the street numbering to be based on that Primary Street.

4.1.7 All rear dwelling(s) are to be provided with a minimum 1.5m wide pedestrian access leg to the Primary Street for postal services, visitor access, rubbish collection and utilities. The pedestrian access leg may be reduced to 1.2m wide where an existing dwelling on the front lot is to be retained. Where the pedestrian access leg is gated, visually permeable gates must be used.

#### **4.2 Multiple Dwellings and Mixed Use Development**

4.2.1 All car parking for the residential component of multiple dwellings and mixed use development is to be accessed solely from the laneway.

4.2.2 All multiple dwellings and mixed use developments are to provide at least two major openings which provide passive surveillance of the laneway / car parking area.

#### **4.3 Grouped Dwellings**

4.3.1 The car parking for the rear grouped dwelling(s) or sites on the corner of the laneway and the primary street are to be accessed solely from the laneway. In this regard, all garages and carports are to be setback a minimum of 2m from the laneway.



- 4.3.2 The rear grouped dwelling(s) are to have direct pedestrian access to both the laneway and the primary street. The pedestrian access to the laneway is not to be in the form of a garage door.
- 4.3.3 The rear grouped dwelling(s) (excluding the associated garage or carport) are to be setback a minimum of 2.5m from the laneway.
- 4.3.4 The rear grouped dwelling are to provide for at least one major opening being orientated towards the laneway so as to provide passive surveillance.

**4.4 Subdivision**

- 4.4.1 The City will not support any subdivision on land abutting the laneway unless it is in accordance with a valid development approval.
- 4.4.2 Where an application for subdivision approval proposes the creation of vacant lots, the City will recommend any approval is subject to a condition requiring satisfactory arrangements to be made to inform prospective purchasers of the development requirements prescribed by this Policy.

**GOVERNANCE REFERENCES**

<b>Statutory Compliance</b>	Planning and Development Act 2005 City of Gosnells Town Planning Scheme No. 6
<b>Industry Compliance</b>	Residential Design Codes
<b>Organisational Compliance</b>	LPP 1.1 and LPP 5.2
<b>Process Links</b>	Nil

**LOCAL PLANNING POLICY ADMINISTRATION**

Directorate		Officer Title		Contact:	
Planning & Development		Manager Development Services		9397 3000	
<b>Risk Rating</b>	Low	<b>Review Cycle</b>	Triennial	<b>Next Due:</b>	2026
Version	Decision To Advertise	Decision to Adopt	Synopsis		
1.	OCM 51/25/02/2014	OCM 176/27/05/2014	Provides guidance on the assessment and determination of proposals involving subdivision and development of land abutting laneways in Gosnells & Beckenham.		
2.		OCM 220/24/07/2018	Include definitions and minor amendments throughout.		
3.	NA	NA	Minor amendments approved by the Director Planning & Development 24/01/2023. Increasing pedestrian access between laneway lots for consistency with the Australian Standard for pedestrian access. Minor administrative changes and formatting.		