

Policy			
Title:	High Road Right of Carriageway Network	Code:	LP.14
Purpose or Objective:	<ol style="list-style-type: none"> 1. To secure a right of carriageway network which will ensure appropriate vehicular access to properties within the policy area. 2. To provide for a safe and efficient movement of traffic along High Road and to minimise conflict between through and local traffic. 		
Reference Documents:	<ul style="list-style-type: none"> • <i>Planning and Development Act 2005</i> • City of Canning Local Planning Scheme No. 42 		

Policy Statement
This policy aims to improve the efficiency of the road and access network, and to improve the quality of the surrounding environment.

1 Scope

This policy applies to all lots fronting the south side of High Road between Augusta Street and Herald Avenue in the City of Canning (the local government).

2 Definitions

Unless otherwise defined, words and expressions in this policy are as defined in Part 6 of Local Planning Scheme No. 42 (the Scheme), the *Planning and Development Act 2005*, Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations) or State Planning Policy 7.3 – Residential Design Codes of WA (R – Codes).

Right of Carriageway Is an easement provided for the purpose of public access.

3 Requirements

- a) Plans outlining the Right of Carriageway (ROC) network and crossover location form part of this policy.
- b) A ROC easement is to be created and location and design of vehicle crossovers be rationalised in accordance with these plans.

4 Application

- a) The requirements of the policy are to be implemented when a development application is received within the policy area for:
 - i. a change of use within 1 of the properties affected by the policy (in accordance with plan 1);
 - ii. an alteration or addition to an existing building valued at more than \$50 000 (in accordance with plan 1 or 2 depending on the situation);

- iii. modifications to car parking areas (in accordance with plan 1 or 2 depending on the situation); or
 - iv. the redevelopment of a site (in accordance with plan 2).
- b) In instances where there is a difference in alignment between the ROC on 2 lots an appropriate transition between the 2 alignments is to be provided to the satisfaction of the local government.
 - c) Where there is a vehicle crossover permitted onto High Road, conditions may be imposed in regards to the width and design of the crossover and adjoining accessway.
 - d) Works relating to removal of existing crossovers and necessary modification to existing parking areas are to be at the landowner's expense.
 - e) Traffic calming devices may be required where appropriate, within the policy area to limit vehicle speed or control vehicle movements.
 - f) Alterations to the median strip are provided for by the policy to allow right hand turning onto High Road from selected crossovers in accordance with the policy plan to the satisfaction of the local government. The modifications to the median strip are at the local government's expense.

5 Alternative Proposals

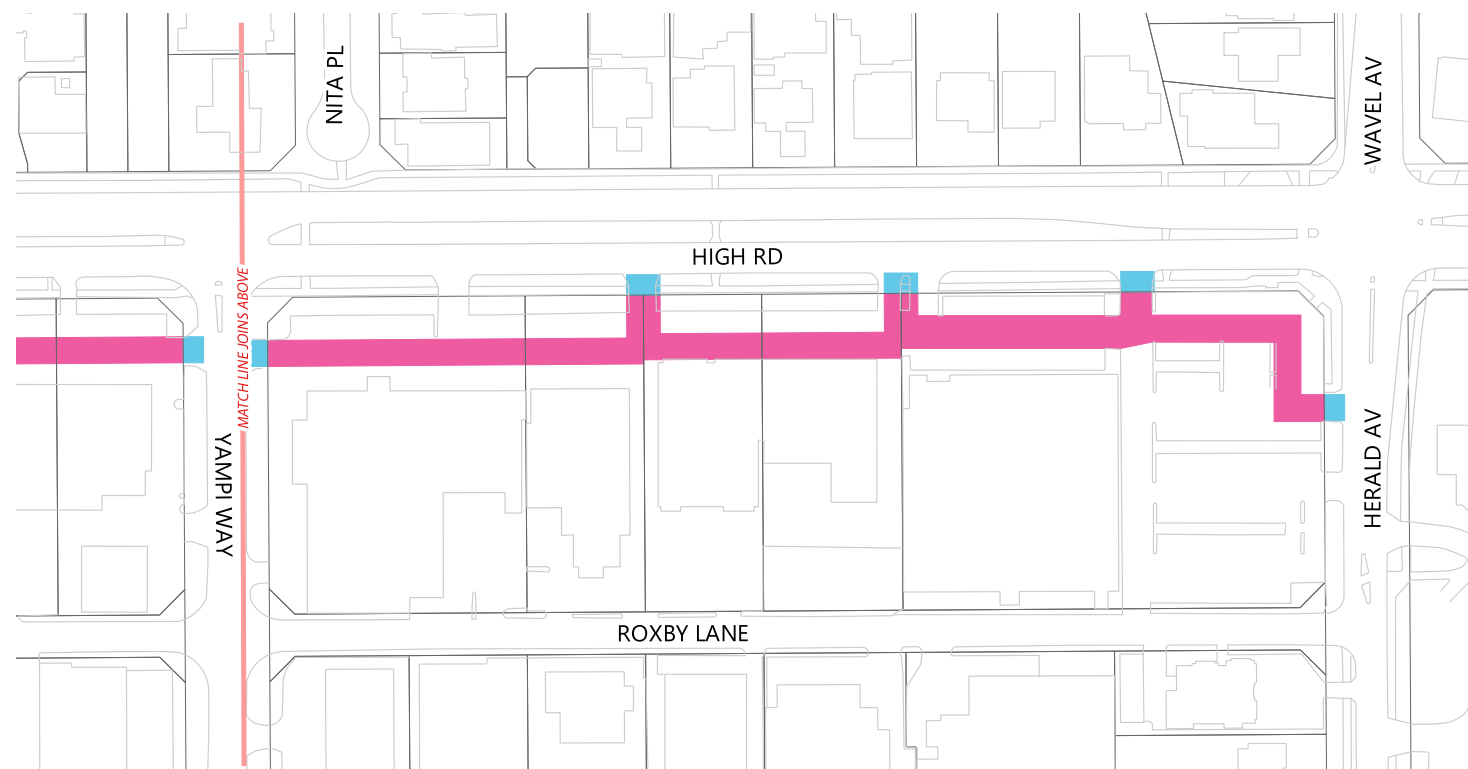
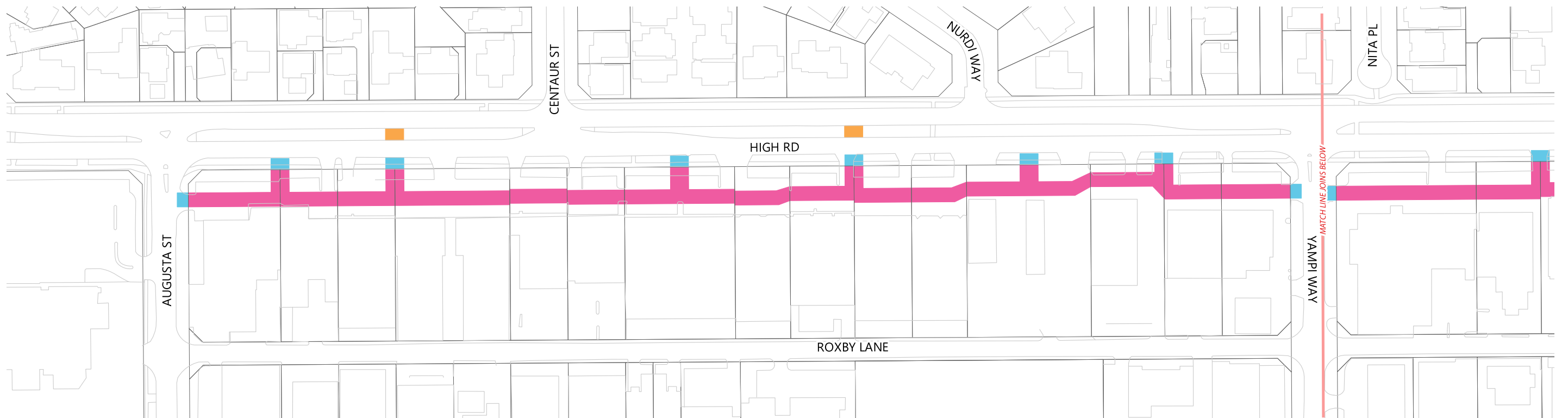
- a) The local government may consider departures from the provisions of this policy, based on the merits of each proposal where:
 - i. the proposal is determined to be consistent the objectives of the policy; and
 - ii. the proposal would not impact the development of adjoining properties.
- b) In considering such departures, where appropriate owner(s) of properties adjoining or affected by the proposed development will be invited by the local government to make comment on the proposal.

Governance References

Statutory Compliance	<i>Planning and Development Act 2005</i>
Process Links	

Policy Administration

Program		Officer title	Date last approved
Canning Sustainable Development		Director Canning Sustainable Development	15 October 2019
Version	Decision Reference	Synopsis	Delegation No.
1	SD-014-19	Final adoption	



- Interim Right of Carriageway
- Proposed Crossover
- Proposed Right Turn Point

NOTE
 6.2m wide ROC (Parallel to High Road)
 8m wide ROC (for Crossover)



LP14 HIGH ROAD RIGHT OF CARRIAGEWAY POLICY

SCENARIO ONE - BASED ON EXISTING LAYOUT

SCALE 1:1800 (A3)
 SOURCES Base information supplied by Western Australian Land Information Authority (Landgate) 2019.
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- Ultimate Right of Carriageway
- Proposed Crossover
- Proposed Right Turn Point

NOTE
 6.2m wide ROC (Parallel to High Road)
 8m wide ROC (for Crossover)



LP14 HIGH ROAD RIGHT OF CARRIAGEWAY POLICY

SCENARIO TWO - BASED ON ULTIMATE LAYOUT

SCALE 1:1800 (A3)
 SOURCES Base information supplied by Western Australian Land Information Authority (Landgate) 2019.
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