

1. INTRODUCTION

This policy aims to control the development of land along all Primary Distributor Roads in the interests of maintaining and improving their efficiency and safety.

2. APPLICATION OF POLICY

This policy applies to the development, structure plans and scheme amendments on land abutting those roads identified as a Primary Distributor Road or on roads likely to achieve this status in the road hierarchy (Armadale Road, Albany Highway, Brookton Highway and South Western Highway are currently Primary Distributor Roads). Notwithstanding, if an existing Primary Distributor Road is reclassified in the road hierarchy this policy will still remain applicable.

3. POLICY OBJECTIVES

- a) To encourage the uninterrupted movement of traffic.
- b) To minimise conflicts between traffic passing, entering or leaving a property.
- c) To minimise conflicts between pedestrians and motor vehicles.

4. POLICY STATEMENT

- 4.1. No development will be permitted on properties fronting a Primary Distributor Road, nor on roads likely to achieve this status, unless they are permissible ("P" uses) under the zoning table in the Town Planning Scheme or there is an alternative means of access from a lower order road.
- 4.2. The City may give consideration to discretionary uses ("D" and "A" uses) in a zone but these uses will only be approved on the basis that they would not compromise the objectives of the zone and are, in the opinion of the City equal or lesser traffic generators than uses permitted ("P" uses) in the zone.
- 4.3 The City may require cross easements and reciprocal rights of carriageway agreements where appropriate.

4.4 Notwithstanding the above, the City will need to be satisfied on the following points before determining any application:

- a) Whether the development would inordinately restrict the movement of vehicles along the highway frontage or on side entrance roads;
- b) Whether vehicular access to the property could be provided from an alternative road or route to the highway, and whether it would be desirable to so require;
- c) Whether, in respect of shopping development or any other activity likely to attract pedestrians, suitable setback distances or other barriers or facilities will be provided to prevent conflict between pedestrians and motor vehicles; and
- d) Whether the amenity of surrounding properties would be significantly affected by the proposed development.

D106/6/03 Development Services Committee 9 June 2003 - Adopted by Council 16 June 2003
D160/9/04 Development Services Committee 13 Sept 2004 - Adopted by Council 20 Sept 2004
D27/4/12 Development Services Committee 16 April 2012 - Adopted by Council 23 April 2012