

Local Planning Policy

POL-E13.11 Inclusion of Pedestrian Accessways in Residential Subdivisions

1. Purpose

The purpose of this Policy is to provide guidelines to subdividers and developers for the design and development of pedestrian accessways in residential subdivisions.

2. Background

Council receives a significant number of requests to close pedestrian accessways (PAWs) due mainly to the nuisance caused to adjoining property owners resulting from anti-social behaviour by users.

In the large part, PAWs are not included in subdivision design to provide convenient access to pedestrians between facilities and destinations but rather for the convenience of the servicing authorities. Because of this, many PAWs have in the past been poorly located and designed.

Many accessways are unsightly due to difficulties associated with maintenance and generally detract from the amenity of an area.

Council, through this Policy, is hopeful that many of the problems associated with pedestrian accessways in the past can be overcome through a more innovative approach to subdivision design where roads and pedestrian routes can be safely combined, designed and developed to minimise the need for pedestrian accessway linkages within residential subdivisions.

3. Policy statement

The Council does not generally support the inclusion of pedestrian accessways (PAWs) in residential subdivisions, but prefers innovative design solutions which provide for the safe movement of pedestrians and vehicles within a common reserve.

Where pedestrian accessways are proposed to be included within an Outline Development Plan or a Plan of Subdivision, they will need to be justified on planning principles.

Pedestrian Accessways within a residential subdivision shall be designed and developed in accordance with the following:

1. A 3 metre wide Pedestrian Accessway Reserve

The maximum length shall be no longer than the length or width of a single lot to which it abuts, and the pavement shall be constructed from the kerblines of the road carriageway at each end of the accessway and be paved across the full width of the reserve.

2. A 4 metre wide Pedestrian Accessway Reserve

The maximum length shall be no longer than the length or width of two lots to which it abuts, and the pavement shall be constructed from the kerblines of the road carriageway at each end of the accessway and be paved across the full width of the reserve.

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3. An 8 metre wide Pedestrian Accessway Reserve

Where a reserve has an average width of 8 metres, it shall contain a 2.0 metre wide dual purpose path constructed from the kerbline of the carriageway at each end of the accessway (as applicable) and the balance of the reserve shall be landscaped with trees, shrubs and groundcover in accordance with the Council's guidelines and shall be reticulated and the works are to be undertaken as part of the subdivisional works or, if agreed by the Council, bonded to be undertaken at a later date.

All fencing adjoining a pedestrian accessway shall be of uniform design and materials and be no less than 1.8 metres in height and shall be erected as part of the subdivisional works or, if agreed by the Council, bonded to be undertaken at a later date.

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