Title	**Vehicle Access**
Policy Number (Governance Purpose)	**LPP 5.6**

Policy Type

Local Planning Policy

Policy Purpose

When land adjacent to major/arterial/distributor/important roads ~~is~~are developed for more intensive uses the resulting additional traffic generated by such uses can cause conflict, especially where pre-existing traffic volumes are high. This can create dangerous and unattractive road environments.

In these situations, a coordinated approach to vehicle access is required to ensure that development does not introduce any undesirable impacts on the safe and efficient movement for motorists, heavy vehicles operators, public transport users, pedestrians and cyclists.

The purpose of the Policy is to provide~~s~~ a framework for the planning and development of safe and efficient access arrangements ~~movement of~~for motorists, public transport users, pedestrians and cyclists, where ~~such~~ a coordinated approach to vehicle access is required to support orderly development and network efficiency.

The Policy will be used by the City of Cockburn (the City) to guide the assessment of Development Applications ~~for development~~, Subdivision and Local Development Plans, where a Vehicle Access Plan has been prepared.

The overall objectives for the policy are to:

(1) Provide for safe and efficient movement of motorists, public transport users, pedestrians and cyclists;
(2) Provide for safe and efficient movement of waste management and other service vehicles;
(3) Minimise the potential for conflict between through and local traffic;
(4) Provide visually attractive road environments; and
(5) Provide for reasonable property access that is direct, convenient and safe.

Policy Statement

(1) Vehicle Access ~~Policy~~ Plans:

1. Vehicle Access ~~Policy~~ Plans are to be prepared by the City ~~of Cockburn~~ in consultation with relevant stakeholders, which may include Main Roads WA, the Department of Planning, Lands and Heritage and landowners/tenants of affected properties.

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2. Vehicle Access ~~Policy~~ Plans are to be adopted by Council for inclusion as an Appendix to the Vehicle Access Policy.

3. The access arrangements in Vehicle Access ~~Policy~~ Plans shall be constructed to public road standards and should consider the following design features to ensure traffic safety and efficiency:

    a) road reserve widths;
    b) intersection location and spacing;
    c) intersection type;
    d) traffic control type (i.e. traffic signals, roundabout, signage);
    e) median location and breaks;
    f) the number, location and design of vehicle access points to adjoining private properties;
    g) the size and length of vehicles that will be using the access;
    h) the volume of traffic that will be using the access;
    i) road lighting;
    j) mechanisms for organising and securing shared use of crossovers;
    k) servicing of properties by waste management and other commercial vehicles; and
    l) provision of cyclist and pedestrian facilities and integration with the adjacent path network.

4. Vehicle Access ~~Policy~~ Plans are to consider pedestrian and cyclist movement patterns and key desire lines, particularly where residential development exists or is planned in proximity to the Vehicle Access ~~Policy~~ Plans area.

5. Vehicle Access ~~Policy~~ Plans are to be prepared with reference to the relevant local/state/national policies, guidelines and Australian Standards as determined appropriate by the Local Government.

6. Despite matching the location of a crossover shown on a Council adopted Vehicle Access Plan, further traffic information (such as a Traffic Impact Assessment and/or Road Safety Audit), may still be required to confirm the suitability of the proposed access arrangements.

(2) Vehicle Access Controls:

1. Crossovers

    a) Control over the location, design and number of crossovers will be exercised by the responsible authority to reflect the arrangements shown on a Vehicle Access ~~Policy~~ Plan. Where a crossover is shown as 'indicative' on a Vehicle Access Plan, its exact location will be determined via the Subdivision and/or Development Approval process.

b) There ~~will be~~ is a presumption against the creation of new vehicle crossovers across the primary frontage of the lot where alternative access is, or could be made available, to secondary roads and laneways, or via easements in gross arrangements to a nominated crossover as shown on the Vehicle Access ~~Policy~~ Plan.

c) Where a vehicle crossover is permitted under a Vehicle Access ~~Policy~~Plan, conditions may be imposed on the width and design of the crossover to ensure adequate visibility and to provide for the safe and convenient movement of vehicles entering and leaving the road.

2. Easement~~s in Gross~~

a) Where indicated on a Vehicle Access ~~Policy~~ Plan, the City ~~of Cockburn~~ will require, as a condition of development or subdivision approval, an easement in gross in the form of a public access easement on relevant land titles. The easements in gross are to be granted for the City ~~of Cockburn~~to maintain public access across the subject land to the side streets and/or crossover access points as delineated on the Vehicle Access ~~Policy~~ Plan. These easements in gross on land titles are to be provided at the cost of the developer or landowners of the subject land. The treatment of the area covered by the easement in gross shall be designed and treated to the satisfaction of the City, to ensure consistency across lots.

b) Wherever possible, private easements recognised on a Vehicle Access Plan are to be converted to an easement in gross, reflective of their importance to the local movement network.

c~~b~~) In determining development applications where a Vehicle Access ~~Policy~~ Plan requires the provision of an ~~right of carriageway~~easement in gross and where such access is not available through adjacent properties to a dedicated road, consideration may be given for retention of an ~~temporary~~access crossover temporarily, until such time as alternative access is available via the ~~right of carriageway~~easement in gross system.

d~~c~~) Provisions for the closure of the temporary crossover shall be provided by way of ~~legal agreement~~a condition of subdivision or development approval.

3. Parking and ~~/~~Circulation

a) All applications for development approval on land subject to a Vehicle Access ~~Policy~~ Plan will be required to provide for traffic to enter and leave the site in a forward direction and to comply with the City's ~~of~~

~~Cockburn's~~car parking and on-site vehicle circulation requirements, as detailed in the City's Town Planning Scheme No. ~~-~~3 ~~(TPS 3)~~. This requirement is intended to ensure that there is no traffic congestion on-site which would interfere with the safety and free flow of traffic along the primary road.

4. Variation Clause

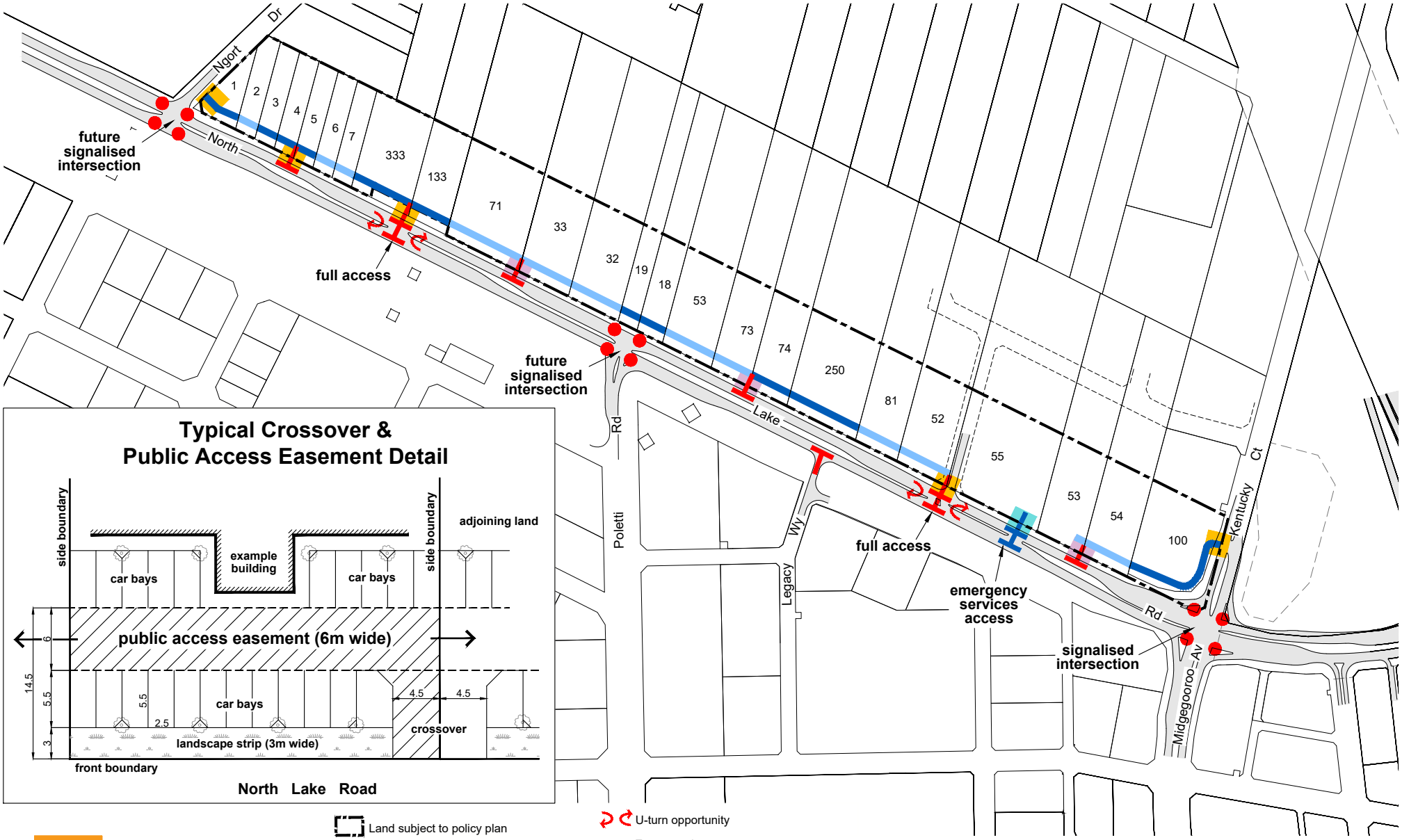
a) The precise location of rights of carriageways or crossovers delineated on a Vehicle Access ~~Policy~~ Plan may be varied subject to the ~~agreement~~approval of the City ~~of Cockburn,~~ provided that the purpose and the intent of the Vehicle Access ~~Policy~~ Plan is maintained.

b) A detailed assessment may be required in the form of a Traffic Management Plan, a Traffic Impact Assessment, a Road Safety Audit, and/or traffic modelling may be required where a variation to a Vehicle Access ~~Policy~~ Plan is proposed. The form and scope of the required traffic assessment will be subject to guidance and agreement by the City ~~of Cockburn~~.

c) This policy document may be updated with agreement from the City ~~of Cockburn~~.

~~d) With specific regard to the Verde Drive Access Plan consideration will be given to the exact location of crossovers and need for an easement (West of Solomon Road) as development occurs. This recognises the likely need to reconfigure long narrow lots and the likely timing of various developments will likely be staged over time. The City at such time(s) will ensure the staging of development in this area is provided with suitable access arrangements and will use discretion by having due regard to the objectives of this policy and the intent of the Plan illustrated at Appendix 2.~~

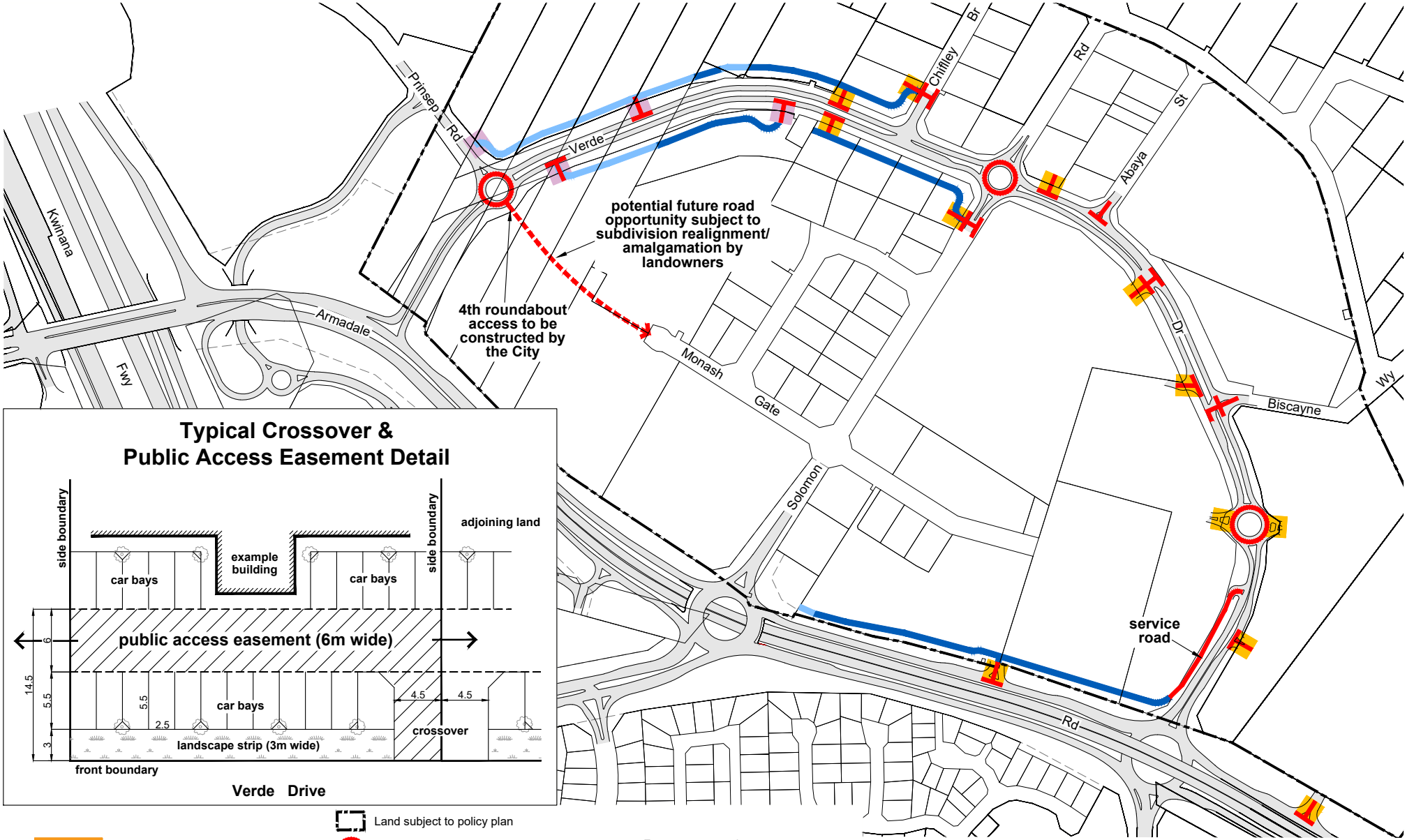
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North Lake Road
Vehicle Access Plan

September 2026

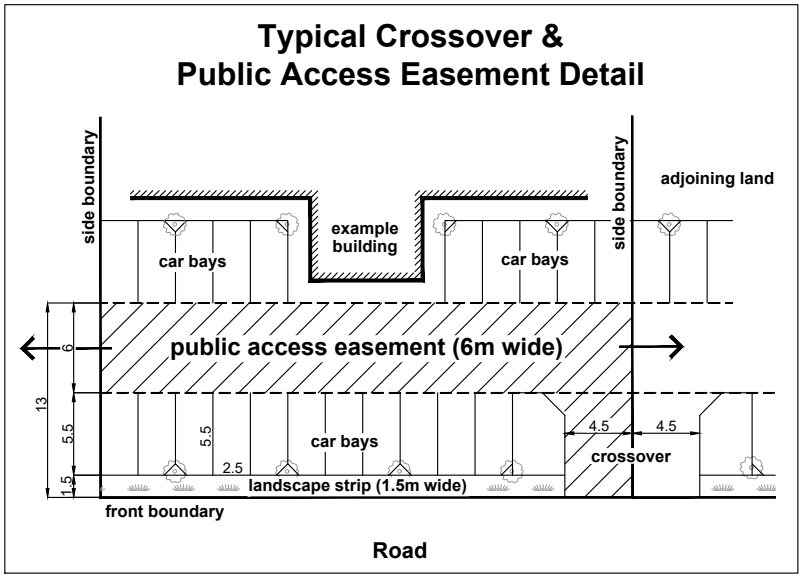
Appendix 1

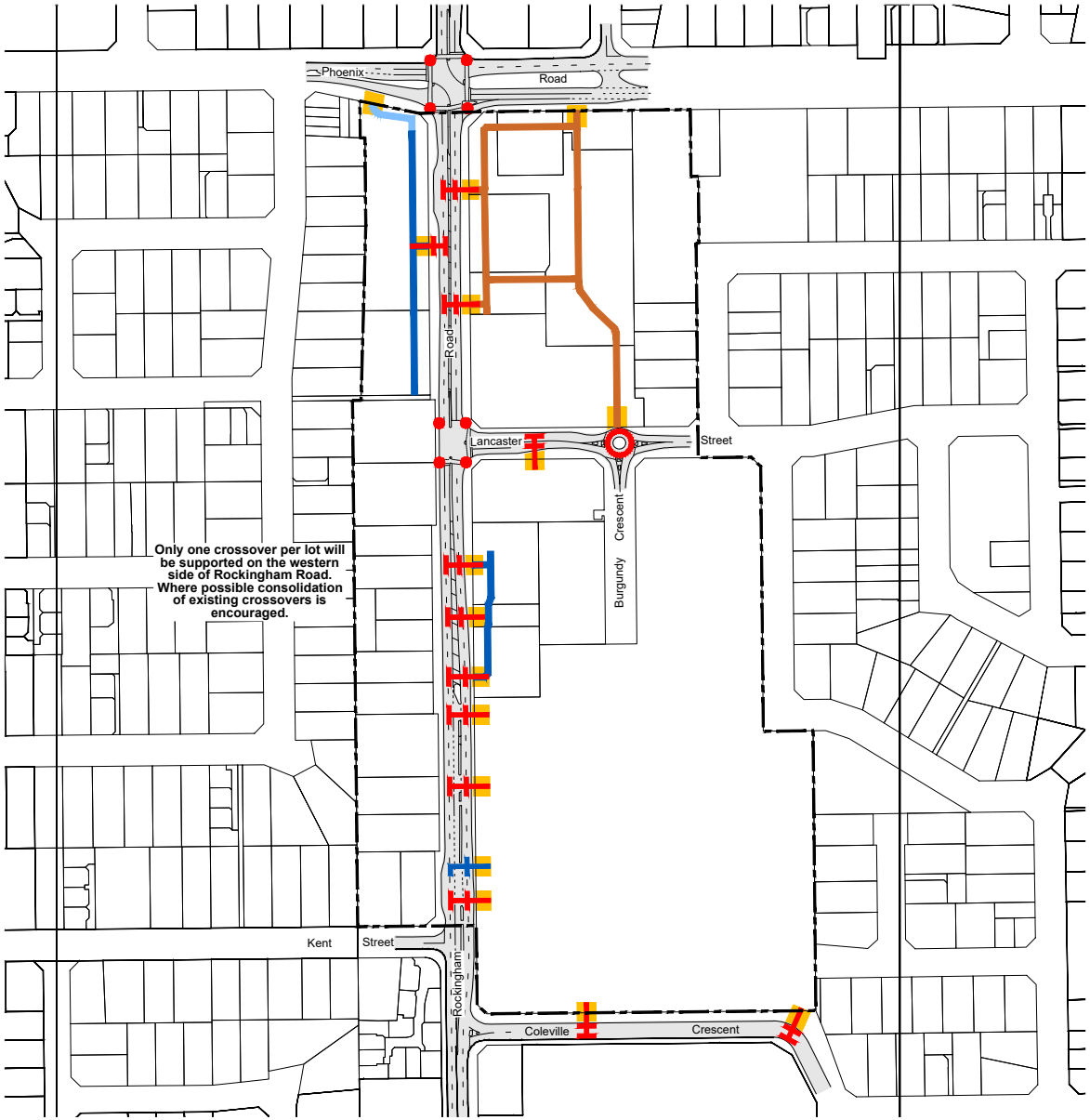


Verde Drive
Vehicle Access Plan
September 2026

Appendix 2

NEW





City of Cockburn
wetlands to waves

GNA
Sep 2026

0 75m
Scale

Land subject to policy plan
Signalised intersection
Roundabout
Full access T-junction (with median break)
Service vehicle (right in / left in / left out)

Existing easement in gross
Existing private vehicle easement
Future easement in gross
Crossover

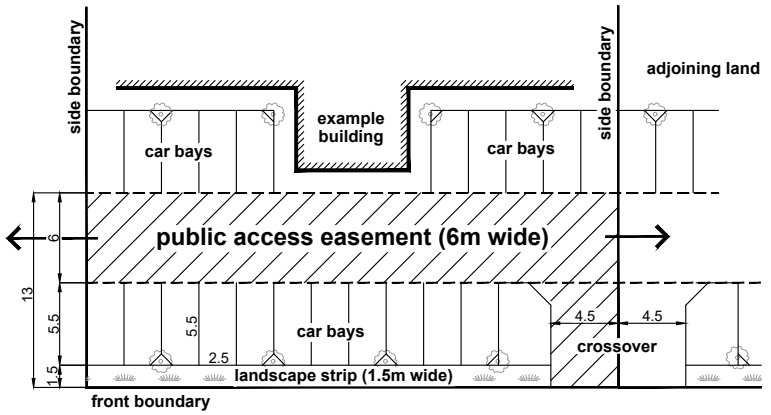
Rockingham Road Vehicle Access Plan

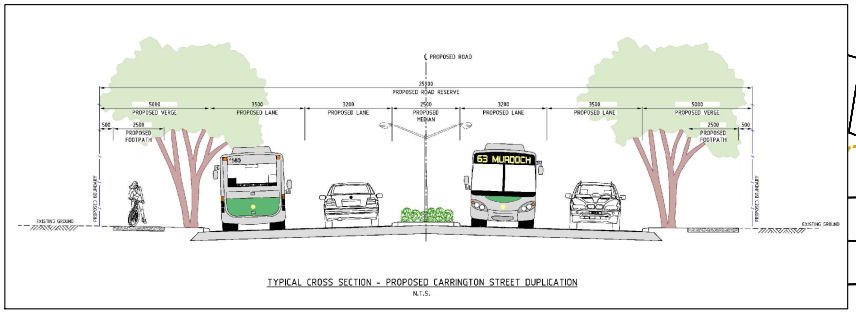
September 2026

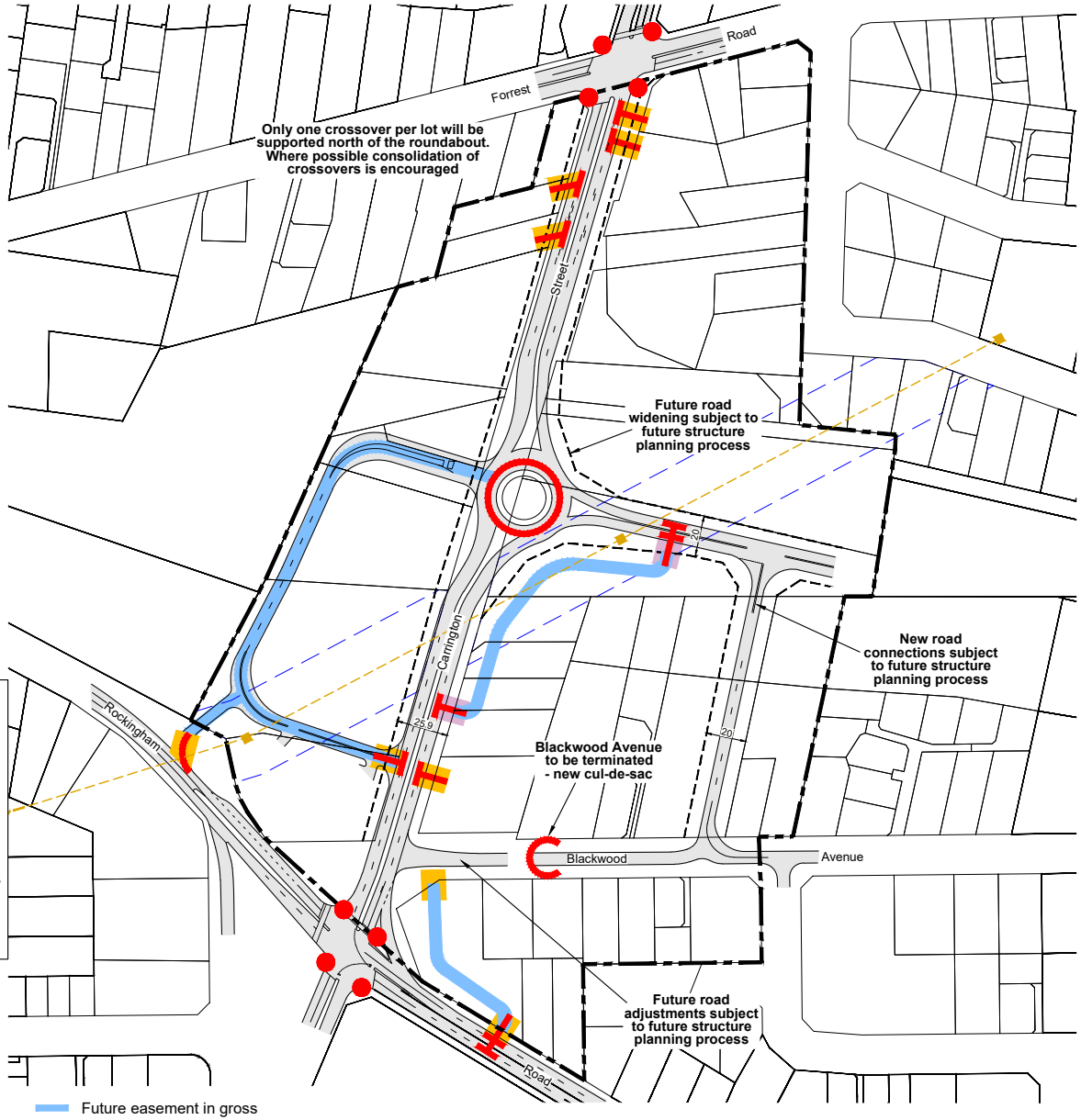
Appendix 3

NEW

Typical Crossover & Public Access Easement Detail







Land subject to policy plan
Road widening
Signalised intersection
Roundabout
Cul-de-sac
Left in / left out (no median break)
Left out only
Full access T-junction (with median break)

Future easement in gross
Crossover
Indicative crossover location
Western Power transmission line easement
Transmission line, pylon

City of Cockburn
wetlands to waves

GNA
Sep 2026
0 60m
Scale

Carrington Street Vehicle Access Plan

September 2026

Appendix 4

Title	**Vehicle Access**
Policy Number (Governance Purpose)	**LPP 5.6**

Strategic Link:	Town Planning Scheme No. 3
Category	Planning - Town Planning & Development
Lead Business Unit:	Development Assessment and Compliance
Public Consultation: **(Yes or No)**	Yes
Adoption Date: (Governance Purpose Only)	~~13 May 2025~~ TBD
Next Review Due: (Governance Purpose Only)	~~May 2027~~ TBD
ECM Doc Set ID: (Governance Purpose Only)	4517299