

Under the Western Australian Planning Commission (WAPC) Metropolitan Region Scheme and the City of Belmont's Local Planning Scheme main arterial roads have been classified as either 'Primary Regional Roads' and 'Other Regional Roads'.

- **'Primary Regional Road' (red road)** is defined as a top-level network. These types of roads carry high traffic volumes over long distances to, from, and across the urban and regional areas. Examples of this road type are Great Eastern Highway, Leach Highway and Tonkin Highway. Main Roads Western Australia is the determining authority on matters involving primary regional roads and provides feedback to Council on matters involving lots abutting the road reserve.
- **'Other Regional Road' (blue road)** carries traffic between different industrial, commercial, and residential areas and link these cells to the primary network. Examples of this road type are Belgravia Street, Fairbrother Street, Abernethy Road, Orrong Road. The Department for Planning and Infrastructure is the determining authority on matters involving primary regional roads and provide feedback to Council on matters involving lots abutting the road reserve.

What is a Vehicle Access Plan?

A vehicle access plan provides an alternative access to properties that abut a primary or regional road reserve to allow for the safe and permeable movement of traffic and pedestrians.

When is a vehicle access plan required?

Where residential land abuts a regional road reserve (ie., Abernethy Road, Orrong Road etc), access to that regional road is only permitted for a single house.

In order to achieve redevelopment of the residential properties abutting a regional road, the adoption of a vehicle access plan is required by the local government or by the WAPC.

It is important to note that a vehicle accessway is often only be constructed **once all** the impacted properties are redeveloped. Usually any redeveloped lots shall have temporary access onto the regional road.

Who is responsible to prepare the Vehicle Access Plan?

While it is not Council's responsibility to prepare access plans, Council does take a co-ordinating role in producing access plans in order to facilitate future development of lots either where a number of landowners request Council's assistance or where triggered by another factor.

Advertising of Vehicle Access Plan(s)

Once a vehicle access plan(s) has been prepared either by a landowner (which is acceptable to the City), or the City's Planning Department, the vehicle access plan is then referred for comment to the affected landowners and the Department for Planning and Infrastructure or Main Roads Western Australia.

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Adoption of a Vehicle Access Plan

Following advertising, a vehicle access plan must be adopted by the responsible authority.

Construction of the Vehicle Access

The way the vehicle accessway is constructed is as follows:

- An easement in gross is applied over affected properties.
- When a landowner redevelops their property that portion of the accessway is then constructed on their property. They may have temporary access directly onto the regional road.

The construction of the vehicle access is a slow process and commonly occurs over decades. There is no imperative for any landowner to redevelop if they do not choose to do so. However if they do, and the density coding of the land allows for it, it gives the opportunity of developing more than a single house.

It should also be noted that any vehicle access plan is flexible and modified versions may be adopted by Council (or WAPC) in the future if required to accommodate different design options put forward by landowners.

What is An Easement in Gross?

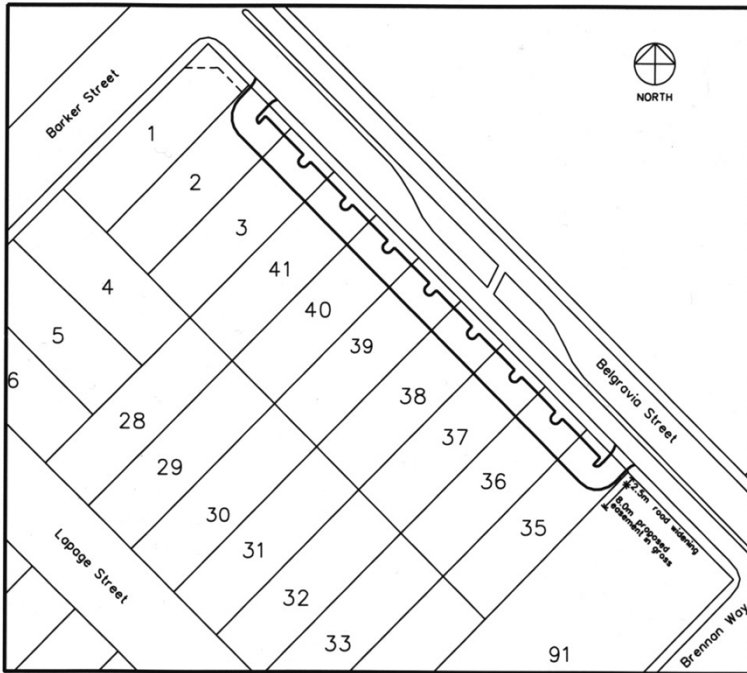
An easement in gross is a right enjoyed by a person or agency to the limited use of another person or agency's land.

Easements in gross may apply to private or State land and are in favour of a statutory body or local government authority.

The City of Belmont, Main Roads and the Western Australian Planning Commission utilise 'easements in gross' as a way of providing shared access between properties. They are commonly found along busy roads such as Abernethy Road, Great Eastern Highway and Orrong Road. There are also examples of easements in gross on properties abutting the town centre (along Fulham Street).

Easements in Gross, when required, are usually imposed as a condition at the time of subdivision or development of a property. Whilst the easement is generally provided free of cost this does not mean that any land is given up or the area of the original land parcel modified. The land still remains in the original ownership. In many cases the easements are not acted upon or access physically constructed until a number of adjoining properties redevelop and the individual easements start to link up.

The example below shows how they are implemented for shared vehicle access between lots.



Does an easement in gross / vehicle access plan affect development potential?

As the land included in an easement in gross is not ceded and remains in private land ownership, density of development is calculated on the original land parcel (i.e., the land subject of the easement is not excluded) therefore there is no impact on existing development potential. Setbacks would be calculated from the lot boundary, not the easement in gross and any parking within the front setback, inclusive of the easement in gross, would be included in parking calculations.

Vehicle access plans usually allow for the two-way movement of vehicles to permit:

1. Vehicles visiting the property to park on the accessway if required; and
2. Vehicles to manoeuvre past any waste collection trucks.