

DEVELOPMENT ADJOINING NARROW LANEWAYS POLICY

Version	Created by	Presented to Council	Adopted by Council	Review Date
1.0	General Manager's Department	February 2019	13 February 2019 (Res No 2019/020)	As required
2.0	Community & Economic Development	December 2023	13 December 2023 (Res No 2023/254)	As required or 12 December 2027

1. PURPOSE

To fill a policy gap in relation to the development of land adjacent to narrow laneways in the Narromine Shire.

2. STATEMENT

There are currently no specific DCP controls which identify or set parameters for development along narrow laneways across the Narromine Shire in respect to:

- Their use as a primary frontage and access, or
- Specific building design (i.e. presentation to the laneway) or impact mitigation controls.

In the absence of any planning controls that address potential issues arising from increased development in these locations, there may be adverse impacts on the current use and function of narrow laneways, and the overall character and residential amenity of these areas.

The interim policy seeks to ensure that use of laneways by new development does not cause any adverse effects, for example, traffic and amenity impacts. In some cases, this might mean that development to increase the density (i.e. from a single dwelling house to a dual occupancy) of a property will utilise the primary frontage for access, waste collection and other servicing arrangements.

3. PROVISIONS

- a) Laneways are not to be used as primary frontages, except in cases where the laneway is the only legal and practical access.
- b) Development proposals to increase vehicular access and servicing along narrow laneways that have a road reserve width of less than 10m, are not supported. Intensification of lots with rear lane access would need to propose access and servicing from the primary street.
- c) Development proposals including new structures in the vicinity to laneways are not permitted to direct stormwater to laneways (roof drainage).
- d) Development proposals to increase vehicular access and servicing along laneways that have a road reserve width of 10m or greater may be supported where Council can be satisfied that:
 - i. The development results in minimal impact on existing residential amenity, and
 - ii. Provision of infrastructure, car parking and waste collection is adequate to facilitate the development.

- e) Where an Area Specific Development Control Plan Chapter exists, it prevails over the interim policy position, to the extent of the inconsistency.
- f) That this policy apply until suitable development controls are in place in the Narromine Development Control Plan (DCP) 2011.

4. IMPLEMENTATION

The policy will apply on an interim basis, until an amendment is made to the Narromine DCP 2011 which introduces development controls relating to development adjoining and/or fronting onto laneways.

In the case of inconsistencies with any Area-Specific Chapter of the DCP, the provisions within the Area-Specific Chapter prevail over the interim policy position, but only to the extent of the inconsistency.

5. REVIEW

The interim policy will be reviewed as needed should circumstances arise to warrant revision.