Development manual planning scheme policy (PSP)

SC6.4.21 Rear lanes

Index

SC6.4.21.1 Introduction

The following design principles set out standards, advice, and guidelines for consideration where a proposed development includes the creation of a new rear lane or development of land that has a frontage to an existing or historic rear lane.

(1) Purpose of rear lanes

(a) to provide vehicular access to the rear of the premises;

(b) by nature, and by design, to provide streets where pedestrians, cyclists, and vehicles have shared use, but which do not create a more direct through route than provided by the adjoining street network;

(c) used to alleviate access difficulties along frontage roads, such as where the lots are narrow, or along roads or streets carrying high volumes of traffic; and

(d) in some cases, to improve both the streetscape and to relate the domestic environment more closely to the street frontage;

(2) Design of rear lanes

Design of rear lanes should be undertaken in accordance with other relevant sections of the Development manual planning scheme policy including:

(a) Section SC6.4.6 Road works and traffic control, and

(b) Section SC6.4.12 Landscaping and open space.

(3) Crime prevention

Design of rear lanes should have regard to the *Crime Prevention through Environmental Design Guidelines for Queensland* (CPTED).

Editor's Note - For all setbacks, please refer to the relevant parts of the *Queensland Development Code.*

SC6.4.21.2 New rear lanes – development standards

This section outlines development standards and provides guidance and advice to inform appropriate development outcomes for the creation rear lanes associated with new development.

(1) Design outcomes

(a) Rear lanes should be functional and provide good visibility and manoeuvrability. Development of rear lanes should:

(i) provide enough width to allow safe vehicle passage and turning into and out of garages, movement of pedestrians and cyclists, and with sufficient room for service vehicles;

(ii) enable easy and safe access from driveways;

(iii) utility services must be located with easy access for maintenance (including water, sewerage, stormwater drainage, gas, electricity, telecommunications, etc.) with appropriate clearances in accordance with minimum requirements;

(iv) ensure that subdivision of lots with rear lane frontage addresses the principal street, for example, that the letterbox is on the street and not the rear lane; and

(v) a minimum of one and a half on-street car spaces (unmarked) must be provided within 25 m walking distance to each allotment. The car park may not be located within the rear lane.

(b) Rear lanes are to be designed having regard to *Crime Prevention Through Environmental Design Guidelines for Queensland* (CPTED) principles, in particular:

(i) ensure rear yards of properties can be fenced in accordance with CPTED principles;

(ii) lighting of the rear lane is to meet road safety requirements and CPTED principles, while minimising overspill of light into abutting properties, impacting on amenity; and

(iii) ensure that boundary treatment and landscaping do not conceal recesses or provide opportunities for anti-social behaviour.

(c) Rear lanes should be designed to accommodate the needs of abutting property owners and the streetscape, in particular:

(i) landscaping is to be designed to be low maintenance, without impacting on CPTED requirements;

(ii) landscaping to rear lanes should not impede any pedestrian or vehicle access; and

(iii) landscaping within rear lanes should not create recesses or provide uninvited opportunities for antisocial behaviour. As a guide, grass, ground cover, or visually permeable low-level vegetation, are acceptable. Trees and shrubs that provide visual screening of activity are discouraged;

Editor's Note - Landscaping should otherwise be undertaken in accordance with the Part 9.3.3 Landscape code of Townsville City Plan.

Figure SC6.4.21.1 Inappropriate and Appropriate Screen Fencing Types at Various Heights

(iv) landscaping must not obstruct traffic movements and sightlines, particularly at driveways and intersections;

(v) the use of rear lanes as a short-cut route should be discouraged, as this may introduce through traffic travelling at high and unsafe speeds and reduce the amenity; and

(vi) a minimum of one off-street carpark is to be provided per allotment.

(vii) fencing can be provided to the boundary fronting rear lanes to provide security, discourage uninvited access and enhanced amenity. The following advice is provided in respect of fencing, which should be in accordance with CPTED principles. Figure SC6.4.21.1 provides examples of inappropriate and appropriate fencing for rear lanes, in addition to the following:

1. screen fencing and gates that are opaque should not be more than 1.2 m in height;
2. screen fencing and gates may be more 1.2 m in height if they are non-opaque (e.g., pool fencing) but should not be greater than 1.8 m in height;
3. screen fencing and gates that are opaque and higher than 1.2 m should be set back a minimum of 3 m from the rear lane boundary; and

4. boundary fencing between properties, if opaque and higher than 1.2 m, is to taper down to 1.2 m to the rear lane boundary from a setback distance of 3m.

(2) Rear lane design standards

(a) Traffic flows on rear lanes should not exceed 100 vpd.

(b) Reserve widths for rear lanes must allow for:

(i) a road reserve width appropriate to allow for vehicle turning paths to access allotments and to contain stormwater drainage flows;

(ii) all services located within the rear lane maintaining appropriate clearance as per relevant standards and requirements;

(iii) water mains and connections for allotments provided to correlate to the addressing of the properties;

(iv) sewer mains and connections for allotments provided in accordance with; and

(v) stormwater in accordance with Section SC6.4.9 Stormwater quantity.

(c) Rear laneways should not exceed 75 m in length to maintain a maximum design speed of 30 km/hr based on an intersection speed of 20 km/hr.

(d) Horizontal and vertical alignment should incorporate curves to encourage low vehicle speeds by creating an environment where drivers are actively discouraged from driving above 30 km/hr.

(e) Traffic calming can be achieved through acceptable geometric methods.

(f) Rear lanes must be designed so that they are not used as a short-cut between streets.

(g) Street lighting must comply with. Section SC6.4.14 Public utilities and building over/near services, Clause SC6.4.14.2.

(h) Intersections of rear lanes with other lanes and other streets must comply with Section SC6.4.6 Road works and traffic control, Clause SC6.4.6.1.

(3) Consideration of desired built form of adjacent lots

Consideration of the final desired built form of adjacent lots being serviced will be a consideration to ensure sufficient operating space and clearance is achievable for waste collection vehicles. Access for emergency vehicles must also be a consideration.

Editor's Note – SC6.4 he Development manual planning scheme policy, Section SC6.4.22 Waste management provides additional information regarding waste collection standards.

SC6.4.21.3 Historic rear lanes

The following design standards, advice and guidance are provided for consideration when assessing development applications for reconfiguring a lot and involving a historic rear lane and where a historic rear lane forms a road frontage to the development.

Editor's Note - While the following information is provided to guide development involving the historic rear lanes of Townsville, the principles may be useful for consideration of other existing rear lanes that are not historic.

SC6.4.21.4 Development intent for historic rear lanes

(1) Rear lanes inherent part of historic make up

Rear lanes are an inherent part of the historic make-up and character of some of Townsville's oldest suburbs, particularly South Townsville and Railway Estate. Historic rear lanes have been identified through studies undertaken by council as being worthy of preservation as they contribute towards the unique character and amenity of Townsville's older suburbs. Importantly, historic rear lanes have influenced the character and built form.

(2) Ensure character of historic rear lanes

The purpose of this section is to ensure the character of historic rear lanes does not diminish, and to enhancethe existing character provided by the rear lanes. Further, it is intended to discourage inappropriate development outcomes adjacent to these rear lanes.

(3) Appropriate development

This part seeks to clarify the characteristics of development that are appropriate to historic rear lanes and therefore provide guidance and certainty to all stakeholders, whilst also adhering to best practice CPTED principles.

SC6.4.21.5 Description of historic rear lanes

(1) Description

Principally, rear lanes are found in Railway Estate and South Townsville. The use of the term “historic rear lanes” generally refers to historic rear lanes associated with land zoned as Character residential zone under the Townsville City Plan.

The dominant physical characteristics of Townsville’s historic rear lanes are as follows:

(a) they are typically 6 m wide;

(b) they are between 50 m to 350 m long, with the majority being approximately 110 m long;

(c) they are straight and occasionally intersect with other rear lanes;

(d) where sealed, the bitumen is approximately 2.7 m to 3 m wide and is in the centre of the rear lane. The space on either side of the bitumen is an unsealed landscaped grass verge;

(e) some rear lanes have not been sealed;

(f) they are generally one lane with two-way access;

(g) most properties with access to a historic rear lane have primary access via the street. However, some properties fronting Boundary Street, for example, have primary access via the rear lane only; and

(h) they are sometimes the primary point of access for local infrastructure such as sewerage and water.

SC6.4.21.6 Development standards

(1) Retain and enhance historic character

This section outlines development standards to guide appropriate development to retain and enhance the historic character of rear lanes.

Development affecting rear lanes should:

(a) ensure rear lanes remain functional and provide good visibility and manoeuvrability;

(b) provide appropriate width to enable safe and efficient vehicle movement, including for service vehicles;

(c) enable easy and safe access into and out of sheds, carports, and garages;

(d) not create a more direct through route alternative for vehicles, cyclists, or pedestrians than the adjoining street network;

(e) be designed to ensure rear yards of properties can be fenced in accordance with CPTED principles (Queensland);

(f) ensure that boundary treatment and landscaping do not conceal recesses or provide opportunities for anti-social behaviour; and

(g) ensure that subdivision of lots with rear lanes addresses the principal street, for example, that the letterbox and water connection are on the street and not the rear lane.

(2) Waste collection vehicles

Waste collection vehicles will not service a rear lane unless the design facilitates safe vehicle access and operating conditions for a waste collection vehicle.

Editor's Note – SC6.4 he Development manual planning scheme policy Section SC6.4.22 Waste management provides additional information regarding waste collection.

(3) Subdivision of rear lane lots

Subdivision of lots in areas with rear lanes should be "vertical", down the centre of the block (see "b" in Figure SC6.4.21.2), creating two similar sized rectangular blocks (approximately 10 m wide). This is consistent with lot sizes in parts of Workers Cottage precinct and South Townsville precinct in the Character residential zone, where the existing character of the lot sizes of some sites in Townsville's older suburbs is 10 m wide by either 40 m or 50 m deep.

(a) Where subdivision of lots in areas with rear lanes is proposed to be "vertical", down the centre of the block, primary vehicular access via the rear lane is permitted.

(b) Where lots are configured in a "hatchet" configuration, as shown in "a", "c" and "d" in Figure SC6.4.21.2, primary vehicular access is not permitted via the rear lane. Generally, primary vehicular access to the block is to be from the street, with the exceptions as noted in SC6.4.21.2.

(c) Some properties that border Boundary Street in South Townsville may have exceptional circumstances in relation to the scenarios outlined in Figure SC6.4.21.2. These will be assessed on their individual merits.

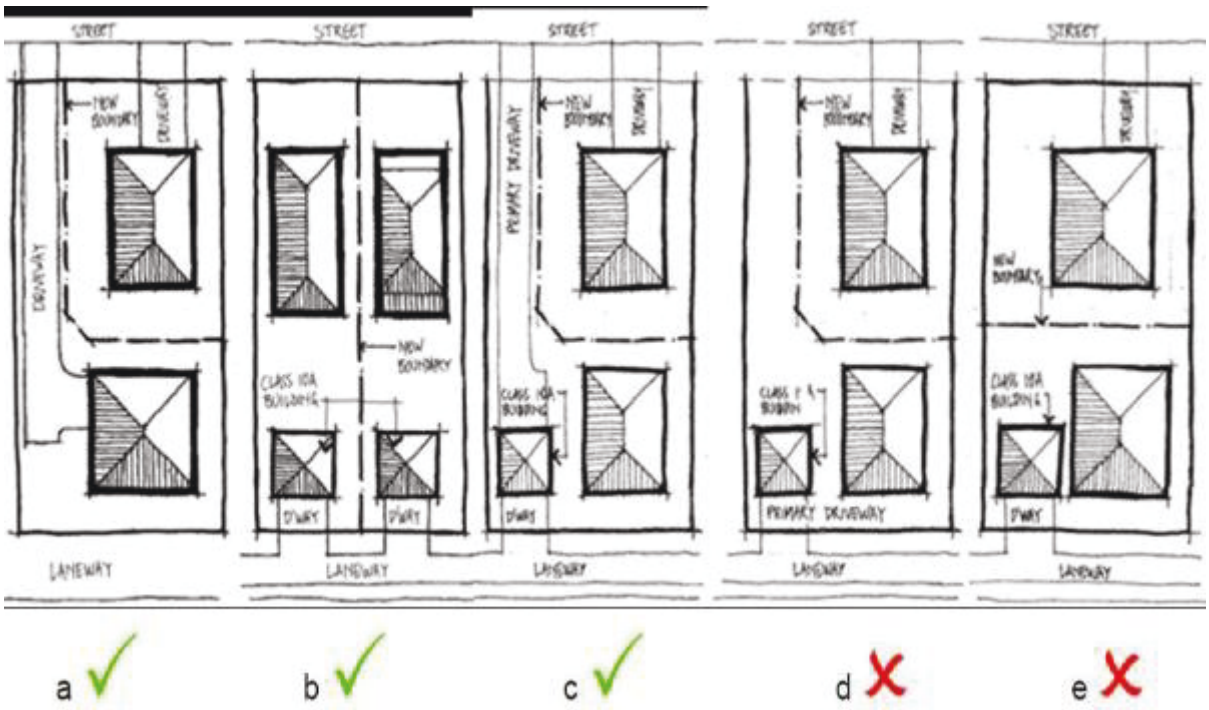

Figure SC6.4.21.2 - Unacceptable and Acceptable Lot Reconfiguration and Access for Properties Adjacent to Rear Lane

(4) Crime prevention through environmental design considerations.

Editor's Note - Applicants should also have regard to *Crime Prevention through Environmental Design Guidelines for Queensland* in addition to the below specific guidelines.

(a) Lighting should be provided for buildings with vehicular or pedestrian access to rear lanes. Appropriate lighting may include sensor lighting, installed overlooking the driveway or pathway respectively.

(b) Tilt panel doors or other doors should not open directly onto the rear lane.

(c) Rear yards of properties may be fenced to support CPTED principles and improve amenity, security (casual surveillance) and vistas.

(d) Rear boundary fence gates to rear lanes are encouraged to increase activation of the space.

(e) Fencing can be provided to the boundary fronting rear lanes to provide security, discourage uninvited access and enhanced amenity. The following advice is provided in respect of fencing and should be provided with regards to the principles of CPTED. Figure SC6.4.21.1 provides an example of inappropriate and appropriate fencing for rear lanes, in addition to the following:

  (i) Fences or walls along a street frontage have a maximum height of 1.2 m where solid, or 1.8m where that portion of the fence above 1.2 m high is at least 50% transparent.

(f) Historic rear lanes are generally not used for on street parking except for short-term parking by service vehicles. Parking should be discouraged through approved treatments, including landscaping, surface finish and limited signage (if necessary).

(5) Landscaping and driveways

(a) Landscaping, where provided to rear lanes should create local amenity and beautification of its environs and must be in keeping with established character of the rear lane.

(b) Landscaping, where provided within rear lanes should not conceal recesses or provide uninvited opportunities for anti-social behaviour. This can be achieved with grass, ground cover, or visually permeable low-level vegetation. Trees and shrubs that provide visual screening of activity are to be discouraged.

(c) Landscaping must not obstruct traffic movements and sightlines, particularly at driveways and intersections.

(d) Driveways are to be constructed in accordance with the Section SC6.4.5 Road network infrastructure, Clause SC6.4.5.4.