



Policy

Engineering, Drainage and Construction Standards

Policy Number

LPP 5.3

Policy Type

Local Planning Policy

Policy Purpose

The City of Cockburn is responsible for the approval and handover of various civil works including public roads, pathways and drainage infrastructure. The City is ultimately the authority responsible for the future care, control and management of these elements. The City therefore retains the right to require a subdivision to be constructed to the standards detailed hereunder and to its entire satisfaction.

This policy aims to formally adopt certain standards for the various infrastructure elements that developers are required to deliver through both the subdivision and development stages.

In particular, this policy establishes procedures by which drainage generated from subdivision can be controlled through best practice water sensitive urban design, so as to ensure the protection of water resources in receiving environments. Further, of this policy identifies a set of principles for use to assist in design and construction of a new or improved existing roads within the City by adopting the City of Cockburn Guidelines and Standards for the design, Construction and Handover of Subdivision within the Municipality as a policy along with the Local Government Guidelines for subdivisional Development, Edition 2.3, 2017(as amended) published by Institute of Public Works Engineering Australia (IPWEA).

Lastly, this Policy adopts certain elements of Liveable Neighbourhoods as the City's primary policy for the design of movement network for structure plans and subdivision within new urban areas and infill areas.

Policy Statement

(1) Protection of Water Resources in Receiving Environments

1. The City aims to minimise the amount of water pollution occurring as a result of subdivision, and that best management practice water sensitive urban design takes place in all situations.
2. This Policy adopts the Better Urban Water Management Publication (Western Australian Planning Commission 2008) as the primary policy guidance in relation to facilitating better management and use of urban water resources, in conjunction with protecting water resources in sensitive receiving environments. The framework provided within the publication applies to each stage of the planning system, so as to ensure an appropriate level of consideration is given to total water cycle management. The publication importantly provides guidance to the City in relation to implementing its statutory responsibilities pursuant to State Planning Policy No. 2.9 (*Water Resources*).
3. This Policy also adopts the Stormwater Management Manual of Western Australia (Department of Water and Environmental Regulation) as the document setting out current best management principles and practices in relation to stormwater management. Chapter 7 and Chapter 9 are specifically to be used in providing the minimum standards of non-structural and structural controls for stormwater management. These chapters are focussed on best management practice water sensitive urban design, particularly where sensitive receiving environments (wetlands, bushland) exist nearby.
4. This Policy also adopts elements and principles of Liveable Neighbourhoods in relation to guiding the design and application of urban water management within structure plans and subdivision processes.
5. The City recognises that in a drying climate, drainage generated from urban areas may in some cases be seen as an important source of water to direct towards wetland environment/s. Any consideration of this must demonstrate through an associated Local Water Management Strategy and/or Urban Water Management Plan that an adequate treatment train exists for drainage so that gross pollutants and nutrients are removed prior to the water entering the wetland to the satisfaction of the City and the Department of Water and Environmental Regulation.

(2) Subdivision Construction Standards

1. The City of Cockburn Guidelines and Standards for the design, construction and handover of subdivision within the municipality is available on City's website (<https://www.cockburn.wa.gov.au/Building-and-Development/Town-Planning>)<https://www.cockburn.wa.gov.au/Building-and-Development/Town-Planning-and-Development/Land-Development-And-Subdivisions>[and-](#)

[Development/Land-Development-And-Subdivisions](#)) is to be considered as the standard for subdivisional development. The standard detail design drawing is also available at the same link and to be used to prepare detailed engineering design drawings. This is also used for construction purposes.

2. In addition to the above, the City adopts the *Local Government Guidelines for Subdivisional Development, Edition 2.3, 2017*(as amended) published by Institute of Public Works Engineering Australia (IPWEA).
3. The City retains the right to require a subdivision to be constructed to the standards detailed to its entire satisfaction.

(3) Road Reserve Standards

1. Element 2 of Liveable Neighbourhoods is to be used as the City's primary policy guidance regarding the principles for designing integrated movement networks and street design and construction for structure plans and subdivision within new urban areas.
2. Notwithstanding Element 2, the City of Cockburn must be satisfied at all times that the movement network is optimally functional in terms of its design, amenity and ability to support intended traffic. For this reason the City of Cockburn may require variations to Element 2 for any of the following reasons:
 - a. Ensuring adequate utility service provision;
 - b. Ensuring adequate pedestrian facilities;
 - c. Ensuring safety of all traffic;
 - d. Ensuring adequate on-street car parking facilities, especially for schools and other high patronage community facilities and land uses;
 - e. Achieving appropriate levels of visual surveillance and lighting;
 - f. Achieving the protection of remnant vegetation;
 - g. Ensuring adequate drainage requirements, especially where these form part of an overall water sensitive urban design treatment train approach.
3. For subdivision within existing urban areas where such areas were not originally designed according to Liveable Neighbourhoods requirements, the following requirements will apply unless clear justification can be provided by a proponent to demonstrate why a lesser design criteria should be permitted:
 - a. The standard road reserve width is 15m for an access street. This provides for a reserve profile (right to left) consisting of a 4.5m verge, 6m pavement and 4.5m wide verge. (2m wide footpath inclusive).
 - b. The City of Cockburn may reduce the road reserve width of an Access Street to a minimum of 13.5m where adjacent to public open space. The road reserve profile (right to left) consists of a 3m verge, 6m pavement and a 4.5m verge (2m wide footpath inclusive). The applicant must obtain the prior written approval from all servicing authorities that the

reduced verge width is acceptable. If these approvals cannot be obtained then a standard 15m road reserve width applies.

- c. Notwithstanding the above policy requirements, the City's Engineering and Works Division must be satisfied at all times that based on the particular circumstances that adequate provision is made for all infrastructure requirements of the City of Cockburn and all relevant authorities. The City of Cockburn always reserves the right to vary the Policy measures to suit particular circumstances.
- d. A 3m wide verge is only sufficient for the installation of underground power, gas, telecom and reticulated water. Importance is placed on the acceptance from Western Power, Water Corporation and from the City's Engineering and Works Division for stormwater drainage and footpath construction.
- e. The subdivider, prior to applying for a subdivision/amalgamation of land must give due consideration to servicing requirements and stormwater disposal to define appropriate road reserve widths, drainage basin requirements and regional drainage connections where required.
- f. An Access Street generally has the same meaning as defined in the Liveable Neighbourhoods.
- g. The City will not support laneways that incorporate right angles or bends such as 'L', 'T', 'H' or curved laneways, as they do not allow for a clear line of sight from the public road to the exit point of the laneway and also inhibit safe manoeuvrability of laneways by the City's refuse vehicles.
- h. Lots located on the opposite side of a public road to the exit and entry points of laneways should be centred to the laneway and designed to ensure dwellings have sight lines down the length of the laneway to improve visual surveillance. Any fencing along the front boundary of these lots is to be visually permeable.

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