

# Development Adjoining Narrow Laneways – Interim Policy

<b>Adoption Date:</b>	06/1/2018
<b>Amendment Date:</b>	01/08/2022
<b>Reaffirmed:</b>	12/08/2025
<b>Minute Number:</b>	MIN18.891, MIN22.502, MIN25.390
<b>Review Date:</b>	01/12/2028
<b>Directorate:</b>	City Development
<b>Record Number:</b>	POL25/90

## 1. Purpose

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

## 2. Statement

There are currently no specific DCP controls which identify or set parameters for development along narrow laneways across Shoalhaven 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 generally not supported. Intensification of lots with rear lane access would need to propose access and servicing from the primary street.
- c. 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.
- d. Where an Area Specific Development Control Plan Chapter exists, it prevails over the interim policy position, to the extent of the inconsistency.
- e. That this policy apply until suitable development controls are in place in Shoalhaven DCP 2014.

## 4. Implementation

The policy will apply on an interim basis, until an amendment to Shoalhaven Development Control Plan (DCP) 2014 introduces development controls relating to development adjoining and/or fronting onto laneways.

In the case of inconsistencies with any Area-Specific Chapter of Shoalhaven DCP 2014, 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.