

COUNCIL POLICY

LOCAL PLANNING POLICY – REAR LANES

Policy No: 8.11

Purpose

To provide guidance on the use of rear lanes as a primary source of vehicular access to landholdings where conventional access from the primary street frontage is impractical or unavailable.

Definition – Rear Lane

A rear lane is a narrow road reserve that runs behind residential, commercial, or mixed-use development.

Rear lanes commonly accommodate utility services, including sewer, drainage, power, and telecommunications infrastructure, and are generally not intended to function as primary streets. Rear lanes may provide access to parking areas, ancillary buildings, service areas, loading facilities, and waste collection areas located at the rear of a property.

Scope

This policy applies to proposals seeking to utilise a rear lane as the primary source of vehicular access where access from the primary street frontage to the rear of the lot is not possible or is significantly constrained.

This may occur where:

- Existing development extends from side boundary to side boundary;
- Vehicular access along a side boundary is unavailable;
- The configuration of the lot prevents practical access from the primary street frontage; or
- The rear lane provides a more appropriate and efficient access arrangement.

Objectives

The objectives of this Policy are to:

- Facilitate the orderly use and development of land where rear lane access is necessary;
- Ensure rear lanes can safely accommodate vehicular movements associated with adjoining land uses;

- Promote attractive, functional and secure development adjoining rear lanes;
- Encourage passive surveillance and community safety;
- Ensure landowners contribute appropriately toward infrastructure upgrades required to facilitate development; and
- Protect the long-term function of rear lanes as part of the local road network.

Policy Requirements

1. Council may support the use of a rear lane as the primary source of access where access via the primary street frontage is unavailable, impractical, or would result in an inferior planning outcome.
2. A rear lane should have a minimum trafficable width of 6.0 metres to safely accommodate two-way vehicle movements. A variation to the min 6 metre trafficable width may be considered where traffic movements can be safely managed via a passing lane or one-way movement and including directional signage. In considering access which incorporates the use of a passing lane or one-way movement, landholders fronting the rear lane are to be consulted and comments considered.
3. Where a rear lane is unsealed, inadequately drained, or otherwise requires upgrading to accommodate a proposed development, the landowner may be required to contribute financially towards maintenance, drainage works, sealing, widening, or other infrastructure improvements considered necessary by Council.
4. Buildings and structures adjoining a rear lane shall be setback a minimum of 2 metres from the rear boundary, or as otherwise required by the Residential Design Codes, Local Planning Scheme, or applicable development standards.
5. Development adjoining a rear lane should incorporate windows, entrances, or other design elements that provide passive surveillance of the lane and enhance community safety.
6. Bin storage areas located adjacent to a rear lane shall be appropriately screened and maintained to minimise visual impacts, noise, odour, vermin, and litter.
7. Fencing adjacent to a rear lane should balance privacy and security with opportunities for passive surveillance. Fencing is encouraged to be visually permeable (minimum 50 per cent permeability) and incorporate architectural features that contribute positively to the streetscape.
8. Adequate lighting shall be provided at points of vehicular and pedestrian access to improve safety, security, and surveillance.
9. Crossovers and access points between a property and a rear lane shall be designed in accordance with the relevant Australian Standards, including AS 2890, to ensure safe vehicle access, manoeuvring, and egress.
10. All vehicle manoeuvring associated with the development shall be accommodated within the boundaries of the lot unless otherwise approved by Council.

11. Approval for the use of a rear lane as a primary source of access does not create an obligation on Council to upgrade, seal, widen, or otherwise improve the lane unless separately resolved by Council.

Legislation:	<i>Planning and Development (Local Planning Schemes) Regulations 2015</i>
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