

Policy Type	<u>COUNCIL</u>	Process Owner: Insert the Responsible Officer
Business Function	Development and Building Controls	Effective Date:

**POLICY NO: 06-009**

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## SUBDIVISION

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### POLICY OBJECTIVES

To address design standards in relation to subdivision applications.

### POLICY STATEMENT

#### (1) SERVICE ROADS ON MAJOR HIGHWAYS

For subdivision of land creating lots fronting -

- a) Controlled access highways; and
- b) Major regional roads; and
- c) Important regional roads

The Council shall request the subdivider and the Western Australian Planning Commission to ensure that the design provides for service roads of a minimum reserve width of 10 metres as the frontage and access to such lots.

In subsequent development, the creation of lots backing roads of the above description will not be supported.

#### (2) TREE RESERVES (AND FENCING) ON HIGHWAYS

##### General

1. From consideration of various designs of subdivision and from observation of completed subdivisional projects throughout the State, the Commission has noted that certain amenity and safety problems occur along the boundaries between private lots and public places, particularly alongside major roads, highways and railway lines.



2. Such problems include:
  - a) The absence of fences where they are vital to the safety and well-being of the residents and their children and pets, or
  - b) the monotony of long lengths of fencing of the same material, particularly where any such material has little aesthetic appeal, and
  - c) The inharmonious aggregation of fibro cement, corrugated iron, timber and masonry at different heights and in different styles where these are exposed to view by the general public.
  
3. In the interests of amenity and safety the Commission believes that uniform or complementary fencing heights and styles should be used along the side and/or rear boundaries of private properties where these boundaries are common to regularly frequented public places.

### **Subdivisional Design and Fencing**

1. The need for such fencing has increased in recent years from subdivisional design practices favouring the use of common rear or side boundaries with major roads and highways as distinct from the use of service roads. The reasons for these practices include the diseconomy of roads serving lots on one side only, the potential for greater use of cul-de-sac frequently with reduced widths, the higher lot yields which can be achieved and improved neighbourhood cohesion.
2. The practices have in some circumstances, however, produced long lengths of side or rear boundary fencing alongside those major roads and highways; some of which as now constructed leave much to be desired in aesthetic terms. One further result related to noise impact on new homes from traffic on the major roads or highways concerned, because new houses are frequently 18 metres closer to the noise source than would be the case where a service road is used.
3. The Commission believes that in most obvious and potentially most obtrusive of cases, it is reasonable to expect that some action should be taken to require the provision of aesthetically attractive fences complemented by landscaping as appropriate in order to avoid repetition of present examples of unattractive and uncoordinated fencing.

## Fencing Types and Styles

The suitability of fences to given locations will depend upon function and setting. However, the Commission believes that fences should be:

- a) substantially impenetrable to view and of sufficient height (normally 1.8 metres) to provide privacy and screening;
- b) of materials or finished treatment to give a long lasting, aesthetically pleasing appearance preferably with a low-maintenance factor and complemented where appropriate with landscaping;
- c) of uniform height, design and materials for groups of lots and of compatible design and/or materials where changes in design or height are justified due to the requirements of topography or to relieve monotony;
- d) of sufficient height and strength and of appropriate design where it is necessary to produce a barrier in the interest of safety.

## Timing of Fence Construction

1. The need for special fencing treatment becomes apparent at the subdivision stage and the Commission believes that it is also the appropriate time for arrangements to be made for its construction. In the circumstances nominated in paragraph 2.3, therefore, the Commission will impose as a condition of approval to subdivide, requirements that agreements be reached between the subdivider and the local authority regarding the standard of fencing (complemented as necessary by landscaping) to be provided and the timing of its provision.
2. The Commission accepts that there may be circumstances under which it is practical and/or prudent to delay the provision of the required fencing but will rely on local authorities to accommodate any such deferment within the agreement reached with the subdivider.

## (3) TREE RESERVES (AND FENCING) ON HIGHWAYS - PROCEDURAL POLICY

Where subdivision abuts an arterial road to which limited vehicle access is desirable, the following requirements shall apply to initial approval –

- a) A service road shall be provided, separated from the major arterial carriageway by a median with a minimum width of 6.0 metres or the verge width of the arterial road. Such median strip is to be developed to minimum landscaping requirements to the satisfaction of the Executive Manager Technical Services.
- b) Where the service road concept is not feasible, a tree reserve shall be created by the subdivider, between the regional road reserve boundary and the boundary of the next nearest lot being created. Such reserve is to have a minimum width of three (3) metres and to be landscaped as in (a) above.



The Executive Manager Development and Neighbourhood Amenity and the Executive Manager Technical Services shall advise subdividers of the Policy requirements during initial discussions, when subsequent development involves the erection of rear boundary fences to any major road reserve on the basis that amenity, aesthetics and visual pollution problems must be considered.

Where rear boundary fences are erected, such fences shall be designed and erected to harmonise with the amenity and aesthetics of the general area, to the satisfaction of the Manager Planning and Development Services.

#### **(4) VEHICULAR ACCESS - DOUBLE FRONTAGES**

- a) Where a parcel of land is created with frontage access to two (2) or more public roads, the Council shall generally require that access be restricted to one only of the public roads which shall also be the lower order hierarchy of those roads as determined by the Council's Road Network Hierarchy.
- b) Notwithstanding paragraph (a) of this policy, the Chief Executive Officer is delegated authority to approve development involving multiple public road access points or access to a higher order hierarchy of road in preference to a lower order hierarchy of road as determined by the Council's Road Network Hierarchy where:-
  - i) the nature of the development warrants such action to be taken; or
  - ii) the amenity of the locality would be adversely affected were the requirements of paragraph (a) of this policy to be enforced.

#### **(5) FOOTPATHS**

The Council shall generally construct a footpath on one (1) verge of a road reserve where vehicular traffic exceeds two hundred (200) vehicles per day and where the vehicular traffic exceeds five thousand (5,000) vehicles per day the Council shall generally construct a footpath on both verges.

#### **Other References Applicable to this Policy**

Delegated Authority No:

Procedure No:

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#### **ORIGIN/AUTHORITY**

Planning and Development Services Committee  
Formerly Planning Policy (19)

19/03/91

#### **REVIEWS**

Special Planning and Development Services Committee

27/06/00

Item No. P00/1004

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