

# SUBDIVISION AND DEVELOPMENT ADJOINING HIGHWAYS, MAJOR ROADS AND PUBLIC OPEN SPACE

<b>Policy Type: Council Policy</b> <b>Policy Owner: Director Urban Planning</b>	<b>Policy No. CP - 047</b> <b>Last Review Date: 17 August 2010</b>
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## POLICY OBJECTIVES

To address design standards in relation to subdivision and development applications on land adjoining Highways, Major Roads and public spaces.

## POLICY STATEMENT

### 1. SERVICE ROADS ON HIGHWAYS AND MAJOR ROADS

For subdivision of land creating lots fronting Highways and Major Roads as follows:

- a) Controlled Access Highways;
- b) Primary Regional Roads; and
- c) Other Regional Roads

The Council shall request the Western Australian Planning Commission (WAPC) to impose a condition on the subdivision approval to ensure that the design provides for service roads of a minimum reserve width of 10.0m as the frontage and access to such lots.

In subsequent development, the creation of driveways backing onto roads of the above description (where no service road is provided) will not be supported unless the applicant suitably addresses the Performance Criteria relating to this matter under the Residential Design Codes.

### 2. FENCING REQUIREMENTS FOR SUBDIVISION AND DEVELOPMENT ALONG MAJOR ROADS AND PUBLIC SPACES

#### General

1. Where lots exist or are created by way of an approved subdivision to back or side onto a Major Road or public space (such as Public Open Space), fencing of these properties is an issue of public amenity. From consideration of various designs of

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subdivision and from observation of completed subdivisional projects throughout the State, the WAPC 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;
  - b) Illegal application of graffiti to walls and fences which provide long term maintenance issues;
  - c) Monotony of long lengths of fencing of the same material, particularly where any such material has little aesthetic appeal, and
  - d) 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 WAPC 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 control 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 18.0m closer to the noise source than would be the case where a service road is used.
3. The WAPC 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 Adjoining Major Roads and Public Spaces**

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

- a) substantially impenetrable to view and of sufficient height (minimum 1.8m) 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 increased height and strength and of appropriate design where it is necessary to produce a barrier in the interest of safety and noise reduction.

### **Timing of Fence Construction for Subdivision**

1. The need for special fencing treatment becomes apparent at the subdivision stage and the WAPC 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 WAPC 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 WAPC 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.

### **Cost of Fence Construction and Responsibility for Maintenance**

The cost of fencing construction (and any relative retaining walls) along Major Roads and Highways or adjoining public spaces shall be that of the initial subdivider or developer. Future maintenance of the controlled fencing (and any relative retaining walls) shall be borne solely by the owner of the private land.

## **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 6.0m or the verge width of the arterial road. Such median strip is to be developed to minimum landscaping requirements to the satisfaction of the Director 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 3.0m and to be landscaped in accordance with (a) above.

The Planning Services Department shall advise subdividers of the Policy requirements during initial discussions, that 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 FOR DEVELOPMENT ON DOUBLE FRONTAGE LOTS**

- a) Where a parcel of land is created with frontage access to two 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 ON SUBDIVISION**

- a) For subdivision, the applicant will be required to provide for the construction of dual use paths:
  - i) along one side of district distributor roads;
  - ii) along one side of those local distributor roads without frontage access where such a system is an integral part of the subdivision design or where such a system accords with the proposals within an overall structure plan.

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- b) The subdivider will be required to provide direct routes by footpath or dual use path to major activity centres, through the Local Road network, Public Access Ways and Public Open Spaces, and where pedestrian linkages are desirable in the interest of public safety and amenity and accord with an overall pedestrian movement network plan and the City's Bikeplan.

#### **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  
Ordinary Meeting of Council 27/06/00  
17/08/2010 Item No. P00/1004  
Item No. P10/3152

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