1 INTRODUCTION

For the purposes of this Planning Policy, perimeter subdivision fencing means:-

(a) fencing located between a residential lot and a road reserve where, in the interests of amenity and public safety, the residential lot is not permitted to have direct access/frontage to the road reserve;

(b) fencing located between a residential lot and a Public Open Space Reserve, Drainage Reserve or Pedestrian Access Way; and

(c) fencing located between a residential lot and a Railways Reservation.

Note: The criteria set out in this Planning Policy do not apply to the fencing of the secondary street frontage of those residential lots not affected by access restrictions. Such fencing is to comply with the requirements of the Council's Fencing Local Law 2000.

The visual impact of perimeter subdivision fencing along road reserves has been recognised as contributing adversely to the streetscape and aesthetic qualities that the 'Council' is promoting for new residential estates.

Accordingly, the Council does not support the provision of perimeter subdivision fencing to any significant extent as part of new residential estates in the City and it is preferred that separation between residential lots and road reserves be established, where appropriate, through the use of internal service roads, controlled access places and the like.

Perimeter subdivision fencing of public open space ('POS') reserves is also not generally favoured as it does not promote visual surveillance of the POS by residents, resulting in potential security problems. Furthermore, pedestrian access ways (PAWs) between property boundaries are not favoured due to the resultant anti-social behaviour and loss of privacy.

Where perimeter subdivision fencing is approved along a road reserve, the Council considers that in the interests of amenity and public safety, uniform or complementary fencing heights and styles shall be utilised. In this regard, the Council supports the criteria for fencing types and styles as set out in the Western Australian Planning Commission Policy No. DC 2.2 Residential Subdivision (Clause 3.8 - Provision of Screen Fencing), which states that fences should be:-

(a) substantially of solid construction and of sufficient height (normally between 1.8m and 2.4m) 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 with adjacent 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; and

(d) of sufficient height and strength and of appropriate design where it is necessary to produce a barrier in the interests of safety.

2 POLICY APPLICATION

The criteria set out in this Planning Policy will be applied by the Council in the assessment of 'Proposed Structure Plans' in the Development Zone, in advice provided to the Commission regarding the subdivision of land and in the consideration of detailed engineering drawings and building licence applications.

Note: The Council requires a 'Structure Plan' for a Development Area, or for any particular part or parts of a Development Area, before recommending subdivision or approving the development of land within the Development Area.

Schedule No.9 of Town Planning Scheme No.2 describes the Development Areas in more detail and sets out the purpose and particular requirements that may apply to the Development Area.

This Planning Policy should be read in conjunction with Planning Policy No.3.4.1 - Public Open Space, Planning Procedure No.1.7 - Preparation and Assessment of Structure Plans and Western Australian Planning Commission Policy Nos. DC 2.2 - Residential Subdivision and DC 2.6 - Residential Road Planning, and Liveable Neighbourhoods (2007).

3 POLICY OBJECTIVES

The objectives of this Planning Policy are as follows:-

(a) To state the Council's position regarding the provision of perimeter subdivision fencing in new residential estates in the City; and

(b) To set out the Council's minimum requirements for uniform or complementary fencing.

4 POLICY STATEMENT

4.1 Subdivision Design Criteria

4.1.1 Road Reserves

In preparing a 'Proposed Structure Plan' for a Development Area, or for any particular part of parts of a Development Area, the 'Proponent' shall endeavor to prevent lots backing onto road reserves through the use of internal service roads, controlled access places and the like.

In this regard, WAPC Policy DC 2.6 – Residential Road Planning provides examples of frontage management techniques for local distributors with traffic volumes between 3000 – 7000 vehicles per day (see Appendix 1).

The Council acknowledges, however, that where a Development Area abuts a Primary Regional Road (such as the Kwinana Freeway and Ennis Avenue), direct residential lot access will not be permitted and the interests of amenity and public safety would be best served by the provision of uniform perimeter fencing along such road reserves.

Where, in the interests of amenity and public safety, it is not possible or desirable for residential lots to have direct access/frontage to a road, uniform or complementary fencing heights and styles shall be utilised.

4.1.2 Public Open Space Reserves

In the interests of promoting visual surveillance, public open space ('POS') should generally be bounded by street on all frontages such that adjacent lots overlook the street and the POS. Consideration will only be given to lots abutting POS where it can be demonstrated that the fencing along the common boundary is designed to promote visual surveillance of the POS from adjoining development.

4.1.3 Pedestrian Access Ways

Where pedestrian links between property boundaries are unavoidable, the design of the PAW should limit the opportunities for anti-social behaviour. In this regard, the PAW fencing should be of solid construction and of sufficient height to provide security and privacy.

4.2 Fencing Design Criteria

4.2.1 Road Reserves

Perimeter subdivision fencing is required to be provided by the Proponent for all residential properties with side and/or rear boundaries abutting road reserves. With the exception of fencing abutting the Kwinana Freeway reservation, such fencing is to be a uniform height of a minimum 2.1 meters (relative to an assumed lot level) and be constructed entirely of masonry.

4.2.2 Kwinana Freeway

Where a Development Area abuts the Kwinana Freeway Reservation, the Proponent for a Proposed Structure Plan will be required to submit for approval an Acoustic Assessment Report prepared by a qualified and experiences Acoustic Consultant. Perimeter subdivision fencing is to be provided in accordance with the recommendations of the approved Acoustic Assessment Report.

4.2.3 Cul-de-sac Heads

Where a cul-de-sac head abuts another road reserve (except a Primary Regional Road), the fencing of the common boundary is to be constructed entirely of masonry and designed to promote visual permeability. A pedestrian opening will be required where it is considered that it will improve permeability, and not compromise public safety.

To further enhance visual permeability, the above fencing criteria may be required to extend along the front setback of the lots located at the head of the cul-de-sac.

4.2.4 Public Open Space Reserves

Fencing is required to be provided by the Proponent for all residential properties with boundaries abutting Public Open Space Reserves. Such fencing shall comprise a masonry base of no greater than 0.4 meters with the balance being constructed of a visually permeable design (such as galvanized steel rail open fencing).

Note: Planning Policy No.3.4.1 - POS states that consideration will only be given to lots with direct frontage to POS where it can be demonstrated that visual surveillance of the POS from adjoining development and the need for visitor parking has been addressed. In this regard, the adjoining residential development will be required to be elevated a minimum of 500mm above the POS with open-style front fencing and it will be necessary to provide a 1.5m wide footpath between the lot and the POS. Where appropriate, visitor parking will also have to be provided.

4.2.5 Pedestrian Access Ways

Perimeter subdivision fencing is require to be provided by the proponent for all residential properties with boundaries abutting PAWs. Such fencing is to be a uniform height of a minimum 2.1 meters (relative to an assumed lot level) and be constructed entirely of masonry.

4.2.6 Railways Reservations

Where a Development Area abuts a Railway Reservation, the Proponent for a Proposed Structure Plan will be required to submit an Acoustic and Vibration Assessment Report prepared by a qualified and experiences Acoustic Consultant. Such report is to recommend what measures are required to ameliorate noise impacts on new residential estate and perimeter subdivision fencing is to be provided in accordance with the recommendations of the approved Acoustic and Vibration Assessment Report.

4.3 Location

Perimeter subdivision fencing is required to be located entirely on the private property which abuts the Road Reserve, POS or Railways Reserve.

4.4 Graffiti Resistant Treatment

4.4.1 The Proponent shall treat all perimeter subdivision fencing with non-sacrificial graffiti protection which is to be applied to the manufacturer's specifications.

4.4.2 The Proponent must attach to the perimeter subdivision fencing a plate inscribed with the approved number relating to the data base which identifies the name of the graffiti protection which has been applied, plus details of the manufacturer's recommended treatment including materials to be used for removal of graffiti.

4.5 Landscaping

In addition to the above requirements, complementary landscaping is to be provided where it is considered appropriate.

4.6 Implementation

4.6.1 Where perimeter subdivision fencing is supported, the Council will recommend to the Commission that, as a condition of its subdivision approval, the Proponent is required to submit detailed plans of the proposed fencing for Council approval.

4.6.2 A Building Licence will be required to be issued for any perimeter subdivision fencing, prior to any work commencing.

4.7 Deferment of Construction

The Council accepts that in some instances it may be practical and/or prudent to defer the construction of perimeter subdivision fencing adjacent to certain reserves, and in those cases will require the Proponent to execute an agreement with the City to guarantee construction (at an agreed future date).

4.8 Maintenance

4.8.1 A perimeter subdivision fence is the responsibility of the owner of the lot on which the fence is erected. In this regard, the owner shall maintain the fence in good condition and so as to prevent it from being dangerous, dilapidated or unsightly.

4.8.2 Where a perimeter subdivision fence is damaged, dilapidated or in need of repair, the owner shall cause it to be repaired or replaced with the same materials with which it was first constructed.

4.8.3 A perimeter subdivision fence is not to be altered or replaced with materials other than with which it was first constructed, without the prior approval of the Council.

4.8.4 Where non sacrificial graffiti protection has been applied to a perimeter subdivision fence and the fence is to be repaired or replaced, the owner must cause it to be treated with the same non sacrificial graffiti protection as part of the repair or replacement.

5 AUTHORITY

This Planning Policy has been adopted by the Council and whilst it is not part of the Scheme, the Council is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve.

6 INTERPRETATIONS

Council - means the Council of the City of Rockingham.

Proponent – means any owner or owners of land to which the Proposed Structure Plan relates that has or have submitted that Proposed Structure Plan.

Proposed Structure Plan – means a Structure Plan, which may apply to either a local area or a district that has been prepared in accordance with clause 4.2.5.

7 DELEGATION

Refer to Planning Procedure No.1.1 – Delegated Authority to the Manager, Statutory Planning.

8 ADOPTION

This Planning Policy was adopted by the Council at its ordinary Meeting held on the 24 February 2009.

9 REVOCATION

This Planning Policy supersedes the Council's Statement of Planning Policy No.3.2 – Fencing Requirements.

Appendices

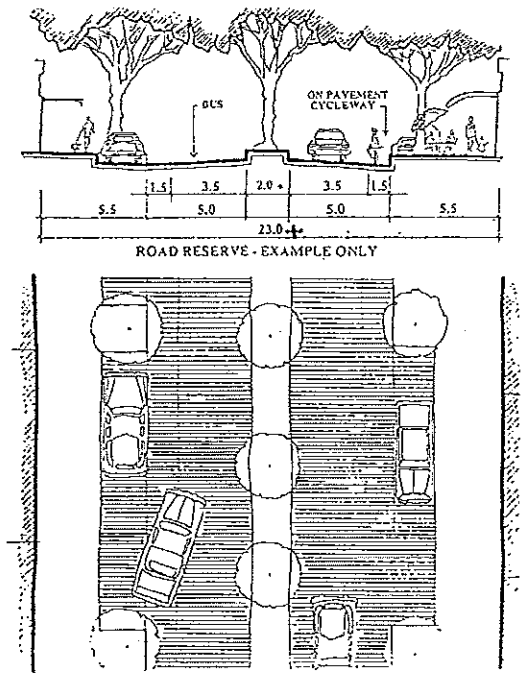
1. Western Australian Planning Commission Policy DC 2.6 – Residential Road Planning – Appendix One: Frontage Management Techniques for Local Distributors with Traffic Volumes Between 3000 - 7000 vehicles per day.

APPENDIX ONE - Frontage Management Techniques for Local Distributors with Traffic Volumes Between 3,000 - 7,000vpd

(1) The Traditional Boulevard (up to 7,000vpd)

Typically this option consists of lane-separated carriageways with landscaping along the edges and within the median, usually in the form of three rows of large canopied trees, giving scale and a sense of enclosure. Parking can be allowed within the verge and marked on-pavement cycle lanes. This form of local distributor is characterised by the following:

- Allows lot frontage at higher traffic volume due to median divided flows.
- Reduces ingress/egress conflict with main traffic flow.
- Can include bus routes and thereby improve accessibility.
- Enhances amenity through landscape scale and sense of enclosure.
- Refuge median provides improved pedestrian safety and sufficient width to allow for mature large canopied trees.



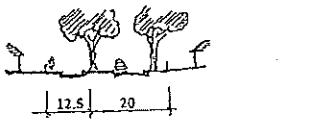
Traditional Boulevard

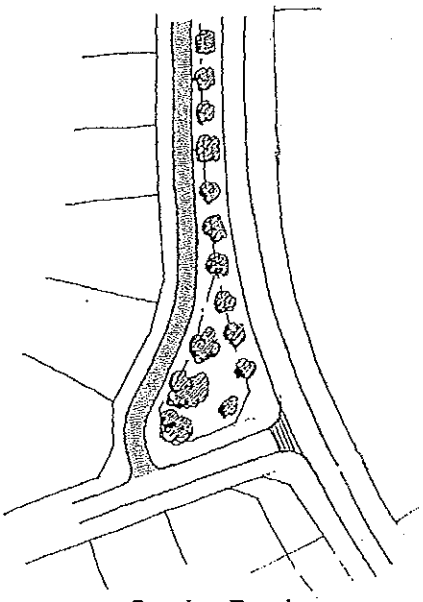
- Requires local government acceptance of a street tree planting policy to ensure selection of appropriate species (i.e. tall, large canopied and fast growing, such as Eucalyptus citriodora, E maculata Norfolk Island Pines, Plane trees etc).
- Where traffic volumes are expected to be between 5,000 - 7,000 vpd a solid median island with minimal breaks is required.

- Where traffic volumes are expected to be less than 5,000vpd more frequent breaks may be incorporated into the median island.

(2) Service Road (5,000 - 7,000vpd)

This option may be used where traffic volumes are expected to be towards the upper end of that which is acceptable for local distributors or where the proximity of non-residential land uses may result in increased frictional effects of slower morning traffic such as at a local shopping/community centre.





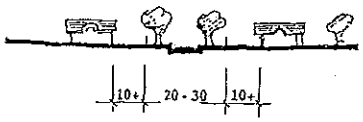
Service Road

(3) Increased Setbacks (3,000 - 5,000vpd)

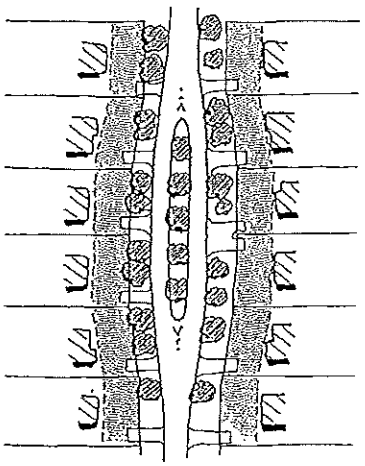
The provision of deeper lots with increased setbacks along the frontage to the local distributor have the following characteristics:

- Allows greater setback of dwellings from the carriageway.
- Reduces noise nuisance and improves safety and amenity.
- Provides vehicle manoeuvring space off the road.

This technique should be incorporated into structure plans and/or subdivision applications only where the local government has appropriate provisions in its town planning scheme and/or policies (or will have such provisions prior to subdivision approval) to ensure compliance with the required setbacks at the planning approval and/or building licence stages as appropriate.



Setbacks Increased and Variable



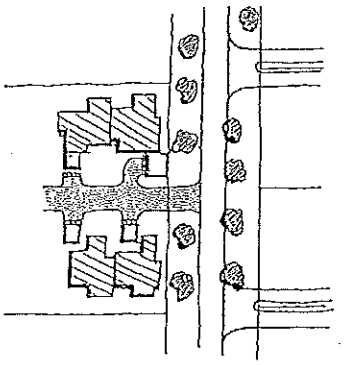
Increased Setbacks

(4) Shared Driveways (3,000 - 5,000vpd)

Common or shared driveways and crossovers typically found in group housing developments or project housing estates have the following characteristics:

- Improves safety by concentrating vehicle entry/exit at a single driveway.
- Allows vehicle parking and manoeuvring off the road.
- Improves sight distance.

This technique should be incorporated into structure plans and/or subdivision applications where the local government has appropriate provisions in its town planning scheme and/or policies (or will have such provisions prior to subdivision approval) to ensure crossovers are located in accordance with the approved subdivision plan and/or agreements are required between adjacent landowners (for reciprocal rights of access) at the planning approval and/or building licence stages as appropriate.

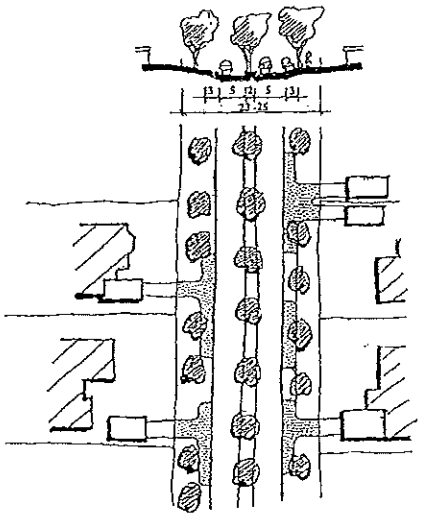


Shared Driveways

(5) Reversing and Parking Lanes (3,000 - 5,000vpd)

Additional paved areas within the verge space of local distributors can provide the following:

- Improved vehicle manoeuvring off the main carriageway with improved sight distances.
- Additional parking parallel to the kerb which can make room for on-pavement cycle lanes.
- Can be used in conjunction with other frontage management options.



Reversing Lanes

Reversing and parking lanes
3,000 - 5,000vpd on two-lane undivided
5,000 - 7,000vpd on dual carriageway road

(6) Selected Land Uses/Rear Lane Access (3,000 - 5,000vpd)

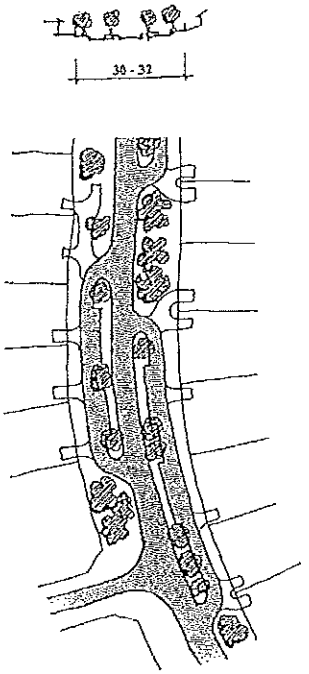
This option encourages land uses adjacent to local distributors which have minimal impact on the local distributor road function (i.e. residential, mixed uses). Rear lane access should be provided to parking and garage areas to help alleviate access and parking problems in the local distributor.

Rear Lane Access

(7) Controlled Access Places (CAPS) (3,000 - 5,000 vpd)

This option is a modified service road concept which provides a combined driveway and parking facility as well as a cycling surface. It has the following features:

- Increased road reserve width which improves noise abatement.
- Improved safety for ingress and egress points along the local distributor.
- Short lengths between entry and exit points, usually 200 metres or 10 lots maximum.



Controlled Access Place (CAP System)

(8) On-site Turnaround (3,000 - 5,000vpd)

This option may be used alone or in conjunction with options 1, 3 and 4. It requires development adjoining the local distributor to include properly designed on-site turnaround facilities to ensure that vehicles can exit the site in a forward gear.

This technique should be incorporated into structure plans and/or subdivision applications only where the local government has appropriate provisions in its town planning scheme and/or policies (or will have such provisions prior to subdivision approval) to ensure that adequate on-site turnaround facilities are required at the planning approval and/or building licence stages as appropriate.