

SUBDIVISION AND DWELLING DEVELOPMENTS ADJOINING AREAS OF PUBLIC SPACE POLICY

CATEGORY:	Council Policy
RESPONSIBLE DIRECTORATE:	Planning and Community Development
OBJECTIVE:	To provide guidelines for the design of subdivisions and dwelling developments adjoining areas of public space to maximise the outlook onto, and casual surveillance of, these areas from adjoining properties and streets.

1. AUTHORITY

This Policy has been prepared in accordance with Clause 8.11 of the *City of Joondalup District Planning Scheme No. 2* which allows Council to prepare planning policies relating to planning and development within the Scheme area.

2. APPLICATION

This Policy applies to all subdivisions and other dwelling developments adjoining areas of public space.

This Policy is to be implemented in conjunction with the provisions of the City of Joondalup's *Private Property Local Law 1998*.

3. DEFINITIONS

“active habitable space” means any habitable room with a floor area greater than 10 square metres and any balcony, verandah terrace or other outdoor living area raised more than 0.5 metres above natural ground level and greater than 1 metre in dimension and 3 square metres in area, as defined within the *Residential Design Codes of Western Australia*.

“amenity” means all those factors which combine to form the character of the area to residents and passers-by and shall include the present and likely future amenity, as defined within the *City of Joondalup District Planning Scheme No. 2*.

“habitable room” means a room used for normal domestic activities that includes:

- a bedroom, living room, lounge room, music room, sitting room, television room, kitchen, dining room, sewing room, study, playroom, sunroom, gymnasium, fully-enclosed swimming pool or patio;

but excludes:

- a bathroom, laundry, water closet, food storage pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes-drying room, verandah and unenclosed swimming pool or patio and other spaces of a specialised nature, occupied neither frequently nor for extended periods,

as defined within the *Residential Design Codes of Western Australia*.

“height” means the vertical distance from the natural ground level to the upper most part of the structure.

“major opening” means a window, door or other opening in the exterior wall of a habitable room that provides external means of light or view for the room or space, but does not include an opening or openings that:

- in aggregate, do not exceed 1 square metre in any such wall, (provided that adjoining or contiguous windows at the junction of two walls forming an internal angle of 90 degrees or less shall be aggregated); or
- are glazed in an obscure material and are not able to be opened; or have a sill height not less than 1.6 metres above floor level.

as defined within the *Residential Design Codes of Western Australia*.

“natural ground level” means the levels on a site which precede the proposed development, excluding any site works, unless approved by the Council or established as part of subdivision of the land preceding development, as defined within the *Residential Design Codes of Western Australia*.

“outdoor living areas” means the area external to a single house, grouped or multiple dwelling, to be used in conjunction with that dwelling, such that it is capable of active or passive use, but excludes any area with a dimension of less than 1 metre minimum dimension or which, by reason of its development or topography, is not readily accessible from the dwelling, as defined within the same meaning as the *Residential Design Codes of Western Australia*.

“pedestrian accessway” means any path in the public domain that is available for use by pedestrians, and vehicles that are not regulated by the *Road Traffic Act 1974* (e.g.: bicycles, skateboards, rollerblades). Does not include pedestrian paths provided within road reserves, or on land zoned Parks and Recreation under the *City of Joondalup District Planning Scheme No.2*.

“primary street” means unless otherwise designated by the local government, the sole or principal public road that provides access to the major entry (front door) to the dwelling, as defined within the same meaning as the *Residential Design Codes of Western Australia*.

“public space” means any place to which the public has access. This includes public open space, underpasses and any other such areas determined by Council. Public space also includes areas in private ownership that are accessible to the general public on a regular basis.

“uniform fencing” means a fence of uniform style erected upon the external boundary of a subdivision of land and/or on boundaries abutting public space.

“visually permeable” In reference to a wall, gate, door or fence that the vertical surface has:

- continuous vertical or horizontal gaps of at least 50 millimetres width occupying not less than one third of its face in aggregate of the entire surface or, where narrower than 50 millimetres, occupying at least one half of the face in aggregate, as viewed directly from the street; or
- a surface offering equal or lesser obstruction to view.

as defined within the *Residential Design Codes of Western Australia*.

4. STATEMENT

The City of Joondalup has developed design criteria for subdivisions and other developments adjoining areas of public space which aim to maximise the outlook onto, and casual surveillance of, areas of public space from adjoining properties and streets whilst maintaining an appropriate level of privacy for those living on adjoining properties.

5. DETAILS

5.1. Subdivisions Adjoining Areas of Public Space

5.1.1. Subdivision Layout

The following design criteria will apply to all subdivisions adjoining areas of public space.

- a. Subdivisions should be designed so that areas of public space are bound by streets. Lots should be orientated to front the street and overlook the public space to maximise casual surveillance as demonstrated in Figure 1.

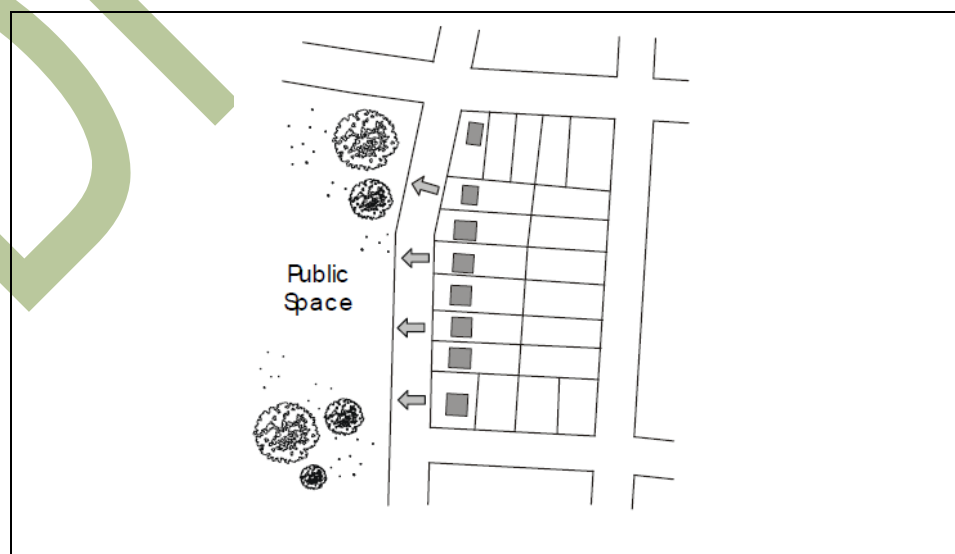


Figure 1. Lots fronting public space across a street

- b. Whilst not generally supported, in some instances it may be deemed acceptable by the City for lots to abut public space where it can be demonstrated that fencing and buildings along the common boundary are designed to promote visual surveillance.
- c. For those lots abutting public space, retaining to a maximum height of 500 millimetres from natural ground level is encouraged. This provides a distinction between public and private property and assists in providing privacy for adjoining lots whilst maintaining visual surveillance as demonstrated in Figure 2.

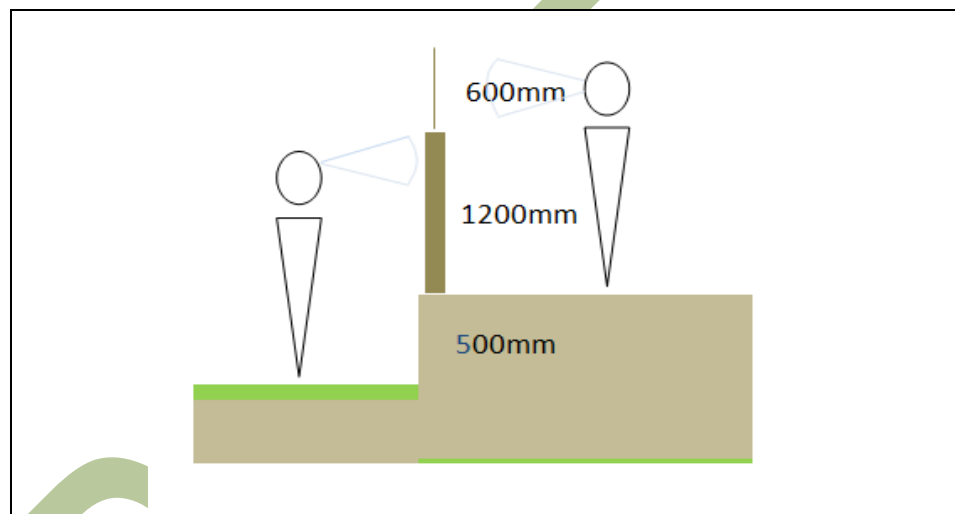


Figure 2: Retaining adjoining public space

5.1.2. Establishment of Pedestrian Accessways

The establishment of new pedestrian accessways between property boundaries is generally not supported due to the resultant anti-social behaviour and loss of privacy. However, the City acknowledges that there may be instances where the establishment of pedestrian accessways is warranted or is the only remaining design solution that will provide a convenient and legible pedestrian network. In these instances, the following requirements will apply:

- a. The applicant must provide written justification for the inclusion of the pedestrian accessway and illustrate how the design will minimise opportunities for anti-social behaviour. Regard shall be given to the Western Australian Planning Commission's *Designing out Crime* and the *Reducing Crime and Anti-Social Behaviour in Pedestrian Accessway Planning Guidelines*.
- b. The length of a pedestrian accessway must not exceed 70 metres.
- c. The pedestrian accessway must have a minimum width of 8 metres.

- d. Where the pedestrian accessway is located at a cul-de-sac head that almost abuts a major road, parkland, neighbouring development, or area with future development potential, the pedestrian accessway must be equal to the road reserve width of an accessway under the Western Australian Planning Commission's *State Planning Policy 2.6 Residential Road Planning* (11.5 metres to 15 metres).
- e. Consideration must be given to the gradient of the pedestrian accessway, particularly its impact on use, safety and security.
- f. To increase security for those lots abutting the pedestrian accessway and the safety of pedestrians using the pedestrian accessway, uninterrupted sight lines must be provided for the entire length of the pedestrian accessway.
- g. The pedestrian accessway must be designed and constructed, at the applicant's expense, in a manner which makes the pedestrian accessway safe, attractive and convenient and shall include the following:
 - i. Landscaping and lighting must have regard to the *Reducing Crime and Anti-Social Behaviour in Pedestrian Accessway Planning Guidelines*. Lighting and landscaping plans will be required to be submitted to the City for approval.
 - ii. The pedestrian accessway must be designed to generally prevent use by vehicular traffic (emergency access should be considered), and designed to limit the speed of cyclists and other users to ensure a safe but convenient link. Barriers which force users to dismount their bicycles are discouraged.
 - iii. The pedestrian accessway should be integrated with the local pedestrian and cycle movement network (including on street and footpaths) and, wherever possible, orientated to reinforce the visual link between local landmarks and local attractions.

5.1.3. Fencing Along Major Road Reserves

Fencing along major road reserves should be minimised to contribute to an open streetscape and provide passive surveillance. The following will apply to subdivisions and structure plans.

- a. The need for uniform fencing should be eliminated by incorporating alternative design measures, such as cul-de-sac head extensions to major roads, controlled access places and Boulevard treatments where direct lot access to internal subdivisional roads is not permitted under Western Australian Planning Commission policy.

- b. A barrier is required along the common boundaries where cul-de-sac heads and service roads are located immediately adjacent to major roads. Such barriers must consist of bollards, posts and rails or other low, open designs as approved by the City.
- c. Any solid wall infill is prohibited, where open sections of cul-de-sac heads abut major roads to minimise the creation of 'walled estates'.

Where the Western Australian Planning Commission has imposed conditions for uniform fencing and landscaping on a subdivision approval, the developer must submit a Landscaping Plan, together with Uniform Fencing Plans. The Landscaping Plan will include details of any financial contribution to the City, or a written undertaking of the developer's preparedness to meet future costs for ongoing maintenance of the landscaping for a negotiated period (desired minimum of two years).

Subdivision conditions requiring the construction of uniform fencing shall be constructed prior to seeking subdivision clearance from the City.

5.2. Dwellings Adjoining Areas of Public Space

Except where provided for in an Agreed Structure Plan, the following design criteria shall apply to all dwelling developments which adjoin areas of public space.

5.2.1 Dwelling Layout

- a. Dwellings should be designed so that areas of public space are overlooked by major openings. Large expanses of blank walls should be avoided.
- b. For lots abutting public open space, outdoor living areas should be located to ensure that views of the public open space are maximised.
- c. Dwellings adjoining pedestrian accessways which are greater than one storey should provide a minimum of one major opening or unenclosed active habitable space on an upper storey to provide surveillance to the pedestrian accessway.

Regard shall be given to the privacy setback requirements of the *Residential Design Codes of Western Australia*.

5.2.2. Fencing

In order to promote casual surveillance, whilst also providing a degree of privacy for private properties, the following should apply.

- a. Fencing between public space and private property should be:
- a maximum height of 1.8 metres;
 - visually permeable above 1.2 metres, as measured from natural ground level for a minimum of 50 per cent of the boundary length; and
 - allow surveillance from an outdoor living area and/or major opening as demonstrated in Figure 3.

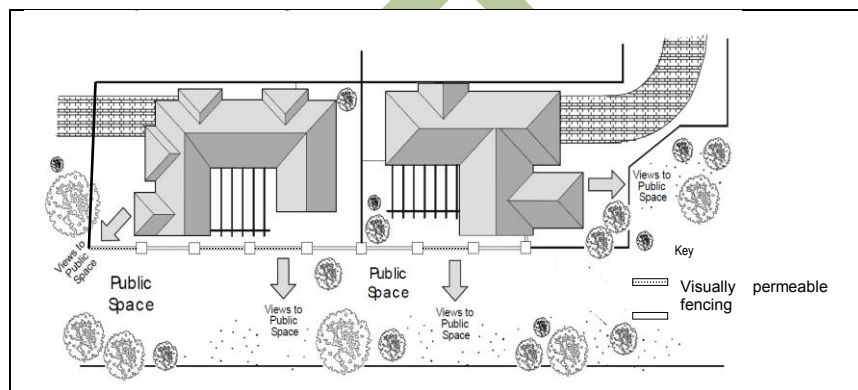


Figure 3. Surveillance of public space

- b. Fencing along common boundaries with pedestrian accessways should be:
- a maximum height of 1.8 metres;
 - visually permeable above 1.2 metres, as measured from natural ground level, the greater of the street setback area (as stipulated in the *Residential Design Codes of Western Australia*) in accordance with Figure 4, or the setback of the front of the dwelling closest to the common boundary in accordance with Figure 5.

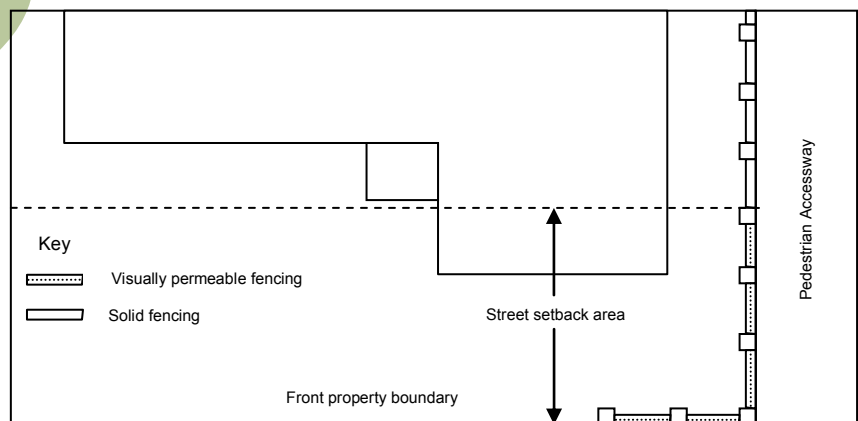


Figure 4. Fencing adjacent pedestrian accessway

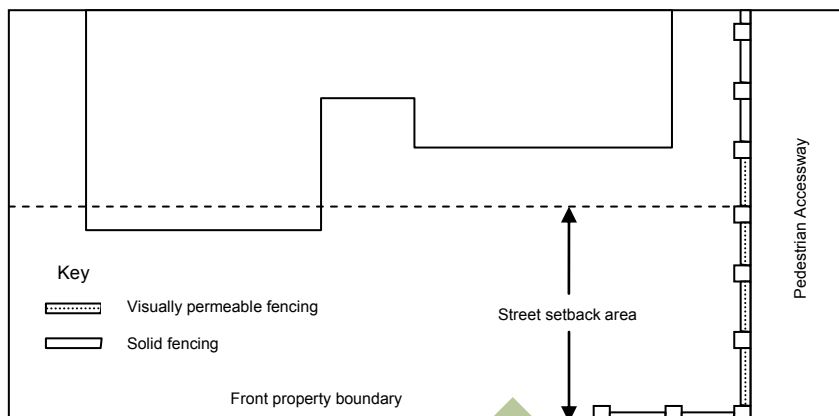


Figure 5. Fencing adjacent pedestrian accessway

c. Uniform fencing along road reserves, with the exception of a primary street, should be.

- impermeable (solid);
- constructed to a maximum height of 1.8 metres above natural ground level;
- constructed of materials or finished treatments to give a long-lasting, aesthetically pleasing appearance;
- of low-maintenance; and
- complemented, where appropriate, with landscaping native to the locality.

Additionally, the following applies with regard to construction:

- Uniform fencing construction materials may include brick, masonry, or other materials as approved by the City.
- Brick or masonry piers shall project a maximum of 300 millimetres above the fence line and be provided at intervals of not more than 7.5 metres for brick or masonry and 6 metres for all other fences.
- Where extensive lengths of uniform fencing are proposed, these shall be articulated in the form of planting recesses, a combination of materials, colours, textures and/or other similar detailing to reduce the vertical mass and provide visual interest.

CREATION DATE:

AMENDMENTS:

RELATED DOCUMENTATION:

- *City of Joondalup District Planning Scheme No. 2*
- *Private Property Local Law 1998*
- *Reducing Crime and Anti-Social Behaviour in Pedestrian Accessway Planning Guidelines*
- *Residential Design Codes of Western Australia*
- *Road Traffic Act 1974*

CLOSURE OF PEDESTRIAN ACCESSWAYS POLICY

CATEGORY:	Council Policy
RESPONSIBLE DIRECTORATE:	Planning and Community Development
OBJECTIVE:	To provide guidance on the assessment criteria to be used for requests to close pedestrian accessways.

1. AUTHORITY

This Policy has been prepared in accordance with Clause 8.11 of the *City of Joondalup District Planning Scheme No. 2* which allows Council to prepare planning policies relating to planning and development within the Scheme area.

2. APPLICATION

This Policy applies to requests for closure of pedestrian accessways within the City of Joondalup.

3. DEFINITIONS

“Major Transit Terminal” means a multi-nodal public transport terminal, such as a train and bus terminal.

“pedestrian accessway” means any path in the public domain that is available for use by pedestrians, and vehicles that are not regulated by the *Road Traffic Act 1974* (e.g.: bicycles, skateboards, rollerblades). Does not include pedestrian paths provided within road reserves, or on land zoned Parks and Recreation under the *City of Joondalup District Planning Scheme No. 2*.

“Perth Bicycle Network” means the network of cycling routes across the Perth Metropolitan Area identified by the Department of Transport, and comprised of local bicycle routes, principal shared paths and recreational shared paths.

4. STATEMENT

The provision and maintenance of pedestrian accessways is important in facilitating safe, convenient and legible pedestrian and cycle movement, particularly in suburban locations designed with cul-de-sacs. Closure shall not be supported, except in particular circumstances, as described in this Policy.

5. DETAILS

In considering requests for the closure of pedestrian accessways, the following assessments will be undertaken.

5.1. Urban Design Assessment

An Urban Design Assessment will be undertaken to determine the significance of the pedestrian accessway in the pedestrian and cycle network through the locality.

In conducting the Urban Design Assessment, the following factors will be considered:

5.1.1. Access to Community Facilities

Where a pedestrian accessway is considered to provide an important access route to a community facility, closure shall generally not be supported. Examples of community facilities include but are not limited to:

- schools;
- shops;
- public open spaces;
- bus stops;
- libraries;
- churches; and
- rail stations.

To illustrate the impact that a pedestrian accessway closure may have on access to community facilities, a walking catchment diagram in the form of a Ped-Shed will be prepared. A 400 metres catchment applies to a pedestrian accessway close to community facilities; and 800 metres, where the pedestrian accessway is close to an Activity Centre identified in *State Planning Policy 4.2 — Activity Centres for Perth and Peel* or Major Transit Terminal.

5.1.2. Availability of Alternative Access Routes

A safe, clear and direct alternative route must exist which provides access to community services and facilities.

5.1.3. Relationship to the Pedestrian Network

Closure of a pedestrian accessway which forms part of a key pedestrian network will not be supported where it forms part of:

- a continuous pedestrian network; or
- the Perth Bicycle Network or similar.

Following completion of the Urban Design Assessment, the importance of the pedestrian accessway will be rated as either “low”, “medium” or “high” as set out in Table 1.

5.2. Nuisance Impact Assessment

A Nuisance Impact Assessment will be undertaken to substantiate claims of nuisance behaviour occurring within the pedestrian accessway.

The City will assess the following types of evidence.

- a. Evidence provided by the person(s) making the request for closure.
- b. Evidence provided by relevant agencies/organisations (e.g.: Western Australian Police).
- c. Evidence provided by the City records (e.g.: Rangers, City Watch).

In conducting the Nuisance Impact Assessment, the following factors will be considered in relation to nuisance behaviour:

- a. Frequency of occurrence
- b. Number of offences
- c. Nature of offences

Following completion of the Nuisance Impact Assessment, the level of nuisance occurring on the pedestrian accessway will be rated as either “low”, “medium” or “high” as set out in Table 1.

5.3. Community Impact Assessment

A Community Impact Assessment of the use of the pedestrian accessway will be undertaken to gather information from surrounding residents in order to determine the level of use by the local community.

Comments will be sought for a period of 30 days and will consist of letters and questionnaires to all landowners within a 400 metres radius of the subject pedestrian accessway.

The following additional consultation may also be undertaken, if considered necessary by the Council:

- Insertion of notices in the local newspaper.
- Liaison with local community groups.
- On-site assessment(s) to count pedestrian and cyclist movement through the subject pedestrian accessway.

Access for disabled persons and seniors will be given special consideration, as the impact of the pedestrian accessway closure on these groups is likely to be greater.

Following completion of the Community Impact Assessment, the level of use of the pedestrian accessway will be rated as either “low”, “medium” or “high” as set out in Table 1.

5.4. Referral to State Government and Service Agencies

Requests for closure of pedestrian accessways will be referred to State Government and Service Agencies, including:

- Landgate (who are also to provide a land purchase price to be met by abutting land owners);
- Water Corporation;
- Western Power;
- Telstra; and
- ATCO Gas.

Comments received from State Government and Service Agencies will determine if essential services (i.e.: sewer mains) are located within the pedestrian accessway and whether or not these services need to be relocated and/or an easement put in place, should closure be supported. Comments can also be made for or against the proposal.

5.5. Final Assessment

The results of each individual Assessment will enable a final determination to be made via cross-analysis. Scenarios where closure of a pedestrian accessway will be supported or not supported are provided in Table 2.

5.5.1. Referral to the Department of Planning

The results of the Final Assessment will be presented to Council for consideration. Where Council supports closure of a pedestrian accessway, a full copy of the Closure Report will be referred to the Department of Planning, for determination by the Western Australian Planning Commission.

5.6. Reconsideration of Decision

Where Council has considered a request to close a pedestrian accessway and has determined that the pedestrian accessway should remain open, Council’s decision is final and will only be reconsidered where it is clearly demonstrated that the Assessment has not been in accordance with the provisions of this Policy. In the absence of a reconsideration being heard by Council, a new request for closure may be submitted no less than 18 months from the date of Council’s decision.

In circumstances where Council supports closure of a pedestrian accessway, however the Western Australian Planning Commission does not support closure, Council may request that the Commission reconsider its decision.

For a request for reconsideration to be initiated, all landowners abutting the pedestrian accessway are required to make a joint request, with the request being supported by 'new information' that addresses the matters raised by the Commission in its decision. Council will then consider the request and forward the decision to the Western Australian Planning Commission for re-consideration.

Once the Western Australian Planning Commission has determined the request for re-consideration no further requests can be made. The City will consider a new request for closure no less than 18 months from the date of the Commission's decision on the re-consideration.

5.7. Alternatives to Closure

5.7.1. Request Made on the Grounds of Nuisance Behaviour

Where a determination is made not to support a request for closure, which was submitted on the grounds of nuisance behaviour, Council may consider upgrading the subject pedestrian accessway. Such improvements may include:

- improvements to lighting;
- improvements to appearance; and/or
- increased security patrols.

5.7.2 Request made on the Grounds of Security

Where a determination is made not to support a request for closure and a significant security problem is shown to exist for dwellings abutting the pedestrian accessway, Council will give consideration to alternatives or initiatives raised by landowners abutting the subject pedestrian accessway. Options raised shall only be considered where the proposal is:

- considered to significantly improve security;
- supported by abutting landowners;
- deemed to have no significant negative impact on the amenity of the surrounding area; and
- deemed to have no adverse impact on traffic management.

Table 1. Impact Assessment

Importance	Urban Design	Nuisance	Community Impact
High	<ul style="list-style-type: none"> • Pedestrian accessway provides a direct route to community facilities. • A safe alternative route does not exist. • Pedestrian accessway is part of a continuous pedestrian accessway link or a key pedestrian network. 	<ul style="list-style-type: none"> • There is a high and consistent frequency in the occurrence of criminal activity and/or nuisance behaviour, compared to elsewhere in the suburb. • The number of different types of occurrences is high and is directly related to the pedestrian accessway. • The severity of criminal activity and/or nuisance behaviour is considered higher than elsewhere in the suburb. • Occurrences of nuisance behaviour are substantiated by questionnaire respondents. 	<ul style="list-style-type: none"> • A significant portion of respondents are not in favour of closure (over 50%). • A high portion of households use the pedestrian accessway regularly. • A high portion of users will be inconvenienced by closure (over 50%).
Medium	<ul style="list-style-type: none"> • Pedestrian accessway provides a route to community facilities, but not directly. • An alternative route exists but is some inconvenience. • Pedestrian accessway is not of a continuous pedestrian accessway or a key pedestrian network. 	<ul style="list-style-type: none"> • There are frequent occurrences of criminal activity and nuisance behaviour, compared to elsewhere in the suburb. • There are several different types of occurrences of nuisance behaviour that are directly related to the pedestrian accessway. • The severity of criminal activity and/or nuisance behaviour is considered higher than elsewhere in the suburb. 	<ul style="list-style-type: none"> • A medium portion of respondents are not in favour of closure (over 30%). • A medium portion of households use the pedestrian accessway regularly. • A medium portion of users will be inconvenienced by closure (30–50%).

Importance	Urban Design	Nuisance	Community Impact
Low	<ul style="list-style-type: none"> • Pedestrian accessway is not linked to any community facility. • A safe, reasonable alternative walkway exists. • Pedestrian accessway is not part of a key pedestrian network. 	<ul style="list-style-type: none"> • Occurrence of criminal or nuisance behaviour is similar to elsewhere in the suburb. • Types of offences are limited to nuisance behaviour. • The severity of nuisance behaviour is similar to elsewhere in the suburb. 	<ul style="list-style-type: none"> • A high portion of residents are in favour of closure (over 70%). • A low portion of households use the pedestrian accessway regularly. • A low portion of users will be inconvenienced by closure (less than 30%).

Table 2. Cross-Analysis of Assessments

Urban Design	Nuisance	Community Impact	Supported/ Not Supported
High	High, Medium or Low	High, Medium or Low	Not supported
Medium	Low	Low	Not supported
Medium	High or Medium	Low	Supported
Medium	High	Medium	Supported
Medium	Low	Low	Not supported
Medium	Medium or Low	Medium	Not supported
Low	High, Medium or Low	Low or Medium	Supported
Low	High, Medium or Low	High	Not supported

CREATION DATE: April 2001

Formerly:

- *Pedestrian Accessways*

AMENDMENTS:

RELATED DOCUMENTATION:

- *City of Joondalup District Planning Scheme No. 2*
- *State Planning Policy 4.2 – Activity Centre for Perth and Peel*
- *Road Traffic Act 1974*

UNIFORM FENCING - SUBDIVISION

STATUS:	City Policy - <i>A policy that is developed for administrative and operational imperatives and has an internal focus.</i> <i>Developed by the Policy Committee and/or the administration and adopted by Council.</i>
RESPONSIBLE DIRECTORATE:	Planning and Community Development
OBJECTIVE:	To provide a policy in respect of new and replacement uniform fencing. Such fences shall be designed and erected to be sympathetic to the amenity and aesthetics of the locality.

DEFINITIONS

“amenity” shall have the same meaning provided within the City’s District Planning Scheme No 2.

“height” means the vertical distance from the natural ground level to the top of the wall.

“lot” shall have the same meaning provided within the City’s District Planning Scheme No 2.

“natural ground level” shall have the same meaning provided within the Residential Design Codes of Western Australia.

“non sacrificial graffiti protection” means a coating applied to a fence or wall that is not removed in the process of removing graffiti.

“private property” means any real property, parcel of land or lot that has a separate certificate of title, which is in private ownership or subject of a lease or agreement with a company or person enabling its use for private purposes and includes any building or structure thereon.

“public place” means any place to which the public has access.

“reserve” includes parklands, reserves, foreshores and other lands included in or adjoining the district, and set apart for the use and enjoyment of the public and includes parks and other lands acquired for public purposes, and vested in or under the care, control and management of the local government.

“uniform fencing” means a fence of uniform style erected upon the external boundary of a subdivision of land and/or on boundaries abutting public open space, drainage sites, pedestrian accessways and major roads.

POLICY AREA

This policy applies to the whole of the City of Joondalup.

STATEMENT

In the case of all subdivision applications, where residential lots are proposed to directly abut public open space, drainage sites, pedestrian accessways and major roads, the City shall request the Western Australian Planning Commission (WAPC) to impose, as a condition of subdivision approval, that the applicant provides uniform fencing and landscaping.

For the purposes of this policy, subdivision includes the creation of a new lot or lots, the amalgamation of existing lots and any other land dealings that require the approval of the WAPC, including the creation of strata lots.

Construction Requirements

- 1 Uniform fences shall be impermeable (solid) and constructed to a maximum height of 1.8 metres above natural ground level.
- 2 Where extensive lengths of uniform fencing are proposed, these shall be articulated in the form of planting recesses, combination of materials, colours, textures and/or other similar detailing to reduce the vertical mass and provide visual interest.
- 3 Uniform fences must be constructed of materials or finished treatments to give a long lasting, aesthetically pleasing appearance, low-maintenance and complemented, where appropriate, with landscaping native to the locality.
- 4 Uniform fencing construction materials may include brick, masonry, or other materials as approved by the City. Brick or masonry piers shall project a maximum of 300mm above the fence line and provided at intervals of not more than 7.5 metres for brick or masonry fences and 6.0 metres for all other fences.
- 5 Where subdivision conditions require the construction of uniform fencing, it shall be constructed prior to seeking subdivision clearance from the City.
- 6 The construction of uniform fencing adjoining areas of public space must comply with specific requirements outlined within the City's Policy 3.2.6 Subdivision and Development Adjoining Areas of Public Space and 3.2.7 Pedestrian Accessways.

Uniform fencing abutting major road reserves

- 1 To reduce the extent of uniform fencing along major roads, subdivision and structure plans shall:
 - require the provision of other complementary non-residential land-uses adjacent to major roads;
 - eliminate the need for uniform fencing by incorporating alternative design measures such as culs-de-sac head extensions to major roads, CAPS and Boulevard treatments, where direct lot access to internal subdivisional roads is prohibited under WAPC policy.

- 2 Where cul-de-sac heads and service roads are located immediately adjacent to major roads, the City shall require the provision of barrier fencing along the common boundaries of these road reserves. Such fencing shall consist of bollards, posts and rails or other low, open designs as approved by the City.
- 3 Where culs-de-sac heads abut major roads, any solid wall infill of these open sections between walls is prohibited in order to minimize the creation of 'walled estates', which is an undesirable urban design outcome.

Landscaping

Where the WAPC has imposed the condition for uniform fencing and landscaping on a subdivision approval, the City shall require the developer to submit a landscaping plan together with the uniform fencing plans. The landscaping plan will include details of any financial contribution to the City, or a written undertaking of the developer's preparedness to meet future costs for ongoing maintenance of the landscaping for a negotiated period (desired minimum of 2 years).

Maintenance and Replacement of Uniform Fencing

Refer to Part 4 of the City's Private Property Local Law 1998 relating to estate fences. The provisions contained within Clauses 24 and 25(1) to 25(3) relate to replacement, maintenance and anti graffiti finishes and shall apply to uniform fencing.

Amendments:	CJ213-06/99; CJ018-02/03, CJ206-10/05, CJ207-10/07
Related Documentation:	Delegated Authority Manual
Issued:	October 2007