6.1 REPEAL OF POLICY NO. 2.2.6 TRUNCATIONS

Attachments:
1. **Policy No. 2.2.6 Truncations**
2. **Assessment of Policy No. 2.2.6 Truncations**

RECOMMENDATION:

That Council REPEALS Policy No. 2.2.6 Truncations at Attachment 1.

PURPOSE OF REPORT:

To repeal Policy No. 2.2.6 Truncations at **Attachment 1**.

DELEGATION:

Section 2.7 of the *Local Government Act 1995* sets out the Role of Council as being to 'determine the local government's policies.' There is no delegation to Administration to make, review or repeal policies.

BACKGROUND:

Council originally adopted the 'Visual Sight Line Truncations' Policy on 22 September 1997. This policy was most substantially reviewed and amended to reflect its current form 2.2.6 Truncations by Council 10 February 2012.

It is proposed that the policy be repealed, as the new Built Form Policy will incorporate the details within the Truncations policy, therefore combining the two Policies into one.

A review of the current policy provisions and impact of repealing has been provided in **Attachment 2**.

DETAILS:

Requirement for a documented City position (including community need or legislative requirement):

The details within the Policy No. 2.2.6 Truncations are relative to the Built Form Policy in nature and therefore is proposed to be incorporated into the amended Built Form Policy.

The original Policy No. 2.2.6 Truncations adopted in 1997 included content which in part, was already covered within the Built Form Policy, typically referring to the planning and building phases of a development application.

CONSULTATION/ADVERTISING:

No community consultation is required for the repeal of the policy.

LEGAL/POLICY:

The head of power for the Built form Policy is through the planning framework.

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to repeal Policy No. 2.2.6 Truncations as the details within, will be covered within the amended Built Form Policy.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2022-2032*

Innovative and Accountable

Our decision-making process is consistent and transparent, and decisions are aligned to our strategic direction.

SUSTAINABILITY IMPLICATIONS:

This does not contribute to any environmental sustainability outcomes. This action/activity is environmentally neutral.

PUBLIC HEALTH IMPLICATIONS:

This does not contribute to any public health outcomes in the *City's Public Health Plan 2020-2025.*

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

Nil.

POLICY NO: 2.2.6

TRUNCATIONS

1. VISUAL TRUNCATIONS

OBJECTIVES

To identify the City's visual truncation requirements at development application stage building licence application stage, or when erecting a boundary fence, where a driveway intersects with either a road or with a right of way (ROW), where a ROW intersects with a road and where a road intersects with another road to ensure safety is maintained at such locations.

POLICY STATEMENT

Visual truncations are required for reasons of safety to ensure that adequate sight lines are maintained when a vehicle enters or egresses from a property onto a roadway or ROW. Visual truncations are required in the following situations:

1.1 Intersection of a Driveway with a Road or ROW

(a) A standard visual truncation of 1.5 metres x 1.5 metres, where achievable, or 'absolute' minimum visual truncation of 1.0 metre x 1.0 metre for locations of low to medium traffic volumes. For locations with high traffic volumes, such as district distributor roads, an absolute minimum visual truncation of 1.5 metres x 1.5 metres, shall be provided at the property line to ensure adequate visibility.

(b) A visual truncation may not be required on the entry side of a driveway where it is clearly defined as 'ENTRY ONLY' or where a driveway is at least 6.0 metres wide and where appropriate signage and line marking is to be installed.

1.2 Intersection of a ROW with a ROW or a Road

A standard visual truncation of 3.0 metres x 3.0 metres is required. However it may be reduced to 2.0 metres x 2.0 metres at the discretion of the Director Technical Services if it can be demonstrated that safety will not be compromised.

1.3 Intersection of Two (2) Roads

(a) Intersection of two (2) Local Roads* and the intersection of a Local Road* and a District Distributor Road: A minimum 3.0 metre x 3.0 metre visual truncation shall be provided, unless otherwise specified under the Metropolitan Regional Scheme.

* *Includes Local Distributor Road*

(b) Intersection of two (2) District Distributor Roads: A minimum 6.0 metre x 6.0 metre visual truncation shall be provided, unless specified otherwise under the Metropolitan Regional Scheme.

(c) In instances where the requirements as outlined in clauses 1.1 and 1.2 cannot be accommodated, alternative measure/s may be approved at the discretion of the Director Technical Services.

1.4 Visual Truncation Area

The area within a visual truncation, **excluding** where the truncation area/s is required for the adequate manoeuvring of vehicles, shall be maintained clear of obstructions above the height of 0.65 metres. Slender columns of less than 355 millimetres x 355 millimetres or 500 millimetres diameter shall be permitted. Open fences may also be permitted depending on the construction materials proposed.

Note: Where the area of land comprising the visual truncation is required for the manoeuvring of vehicles, the area shall remain clear of all obstructions.

2. CORNER TRUNCATIONS AT ROAD INTERSECTIONS

OBJECTIVES

To identify at development application stage the City's corner truncation requirements at the intersection of different categories of roads.

POLICY STATEMENT

Approval of development applications may be subject to the requirement to provide appropriate corner truncations on allotments at the intersection of two (or more) roads. In these instances no compensation, by the City to the applicant/property owner will be applicable and all costs associated with the establishment of the truncation/s will be at the applicant's cost.

Appropriate recommendations will be made by the City to the Western Australian Planning Commission for the imposition of corner truncations on applications for sub-division/s where required.

The imposition of truncations shall be as follows:

2.1 **An intersection of an Access (Local) Road with a District Distributor Road** generally a 3.0 metre x 3.0 metre corner truncation shall be provided, unless specified otherwise under the Metropolitan Regional Scheme. This will provide adequate sight lines and will accommodate future channelisation works.

2.2. **An intersection of two (2) District Distributor Roads**– a 6.0 metre x 6.0 metre corner truncation shall be provided, unless specified otherwise under the Metropolitan Regional Scheme, to accommodate any future road works.

2.3. **At the intersection of two 'Access (Local) Roads'** - a minimum 3.0 metre x 3.0 metre corner truncation shall be provided. This would permit the future installation of traffic devices such as roundabouts without additional property acquisition.

Explanation of road 'types':

The description District Distributor and Access Roads are used to identify the roads status and therefore desirable maximum traffic volumes under the Metropolitan Functional Road Hierarchy.

Date Adopted:	**8 May 2007 (replaces previous Policies 2.2.12 – Visual Sight Line Truncations adopted on 22 September 1997 and 2.2.13 – Corner Truncations at Street Intersections adopted on 22 September 1997**
Date Amended:	**28 February 2012**
Date Reviewed:	**May 2007, 28 February 2012**
Date of Next Review:	**February 2017**

Assessment of Policy No 2.2.6 Truncations

No.	Current Clause	Impact of Policy revocation
	The objectives of this policy are to: *1.To identify the City's visual truncation requirements at development application stage building licence application stage, or when erecting a boundary fence, where a driveway intersects with either a road or with a right of way (ROW), where a ROW intersects with a road and where a road intersects with another road to ensure safety is maintained at such locations*	The objectives of the policy are all matters that fall within the Planning and Development scope; therefore, the head of power in administrating these requirements falls under the planning framework. The Built Form Policy No 7.1.1 has a section within, which provides some detail regarding truncations and is due for review. It would be expected that the details within the Truncations Policy 2.2.6 can be added into the Built Form Policy No 7.1.1 on review.
	The purpose of the policy is to: *(i) manage Truncations which is essential to all urbanised local governments. Without it, a single development has the potential to be built, which can cause road safety issues when vehicles enter and exit property onto a roadway.*	The objectives of the policy are all matters that fall within the Planning and Development scope; therefore, the head of power in administrating these requirements falls under the planning framework. The Built Form Policy No 7.1.1 has a section within, which provides some detail regarding truncations and is due for review. It would be expected that the details within the Truncations Policy 2.2.6 can be added into the Built Form Policy No 7.1.1 on review.
1.	***Intersection of a Driveway with a Road or ROW*** *(a) A standard visual truncation of 1.5 metres x 1.5 metres, where achievable, or 'absolute' minimum visual truncation of 1.0 metre x 1.0 metre for locations of low to medium traffic volumes. For locations with high traffic volumes, such as district distributor roads, an absolute minimum visual truncation of 1.5 metres x 1.5*	The Built Form Policy No 7.1.1 has a section within, which provides some detail regarding truncations and is due for review. It would be expected that the details within the Truncations Policy 2.2.6 can be added into the Built Form Policy No 7.1.1 on review.

	metres, shall be provided at the property line to ensure adequate visibility. (b) A visual truncation may not be required on the entry side of a driveway where it is clearly defined as 'ENTRY ONLY' or where a driveway is at least 6.0 metres wide and where appropriate signage and line marking is to be installed.	
2.	***Intersection of a ROW with a ROW or a Road A*** *standard visual truncation of 3.0 metres x 3.0 metres is required. However, it may be reduced to 2.0 metres x 2.0 metres at the discretion of the Director Technical Services if it can be demonstrated that safety will not be compromised.*	The Built Form Policy No 7.1.1 has a section within, which provides some detail regarding truncations and is due for review. It would be expected that the details within the Truncations Policy 2.2.6 can be added into the Built Form Policy No 7.1.1 on review.
3.	***Intersection of Two (2) Roads*** *(a) Intersection of two (2) Local Roads* and the intersection of a Local Road* and a District Distributor Road: A minimum 3.0 metre x 3.0 metre visual truncation shall be provided, unless otherwise specified under the Metropolitan Regional Scheme. * Includes Local Distributor Road (b) Intersection of two (2) District Distributor Roads: A minimum 6.0 metre x 6.0 metre visual truncation shall be provided, unless specified otherwise under the Metropolitan Regional Scheme. (c) In instances where the requirements as outlined in clauses 1.1 and 1.2 cannot be accommodated, alternative measure/s may be approved at the discretion of the Director Technical Services.*	The Built Form Policy No 7.1.1 has a section within, which provides some detail regarding truncations and is due for review. It would be expected that the details within the Truncations Policy 2.2.6 can be added into the Built Form Policy No 7.1.1 on review.

4.	***Visual Truncation Area*** ***T****he area within a visual truncation, excluding where the truncation area/s is required for the adequate manoeuvring of vehicles, shall be maintained clear of obstructions above the height of 0.65 metres. Slender columns of less than 355 millimetres x 355 millimetres or 500 millimetres diameter shall be permitted. Open fences may also be permitted depending on the construction materials proposed. Note: Where the area of land comprising, the visual truncation is required for the manoeuvring of vehicles, the area shall remain clear of all obstructions.*	The Built Form Policy No 7.1.1 has a section within, which provides some detail regarding truncations and is due for review. It would be expected that the details within the Truncations Policy 2.2.6 can be added into the Built Form Policy No 7.1.1 on review.
5.	***CORNER TRUNCATIONS AT ROAD INTERSECTIONS*** *An intersection of an Access (Local) Road with a District Distributor Road generally a 3.0 metre x 3.0 metre corner truncation shall be provided, unless specified otherwise under the Metropolitan Regional Scheme. This will provide adequate sight lines and will accommodate future channelisation works. An intersection of two (2) District Distributor Roads– a 6.0 metre x 6.0 metre corner truncation shall be provided, unless specified otherwise under the Metropolitan Regional Scheme, to accommodate any future road works. 2.3. At the intersection of two 'Access (Local) Roads' - a minimum 3.0 metre x 3.0 metre corner truncation shall be provided. This would permit the future installation of traffic devices such as roundabouts without additional property acquisition.*	The Built Form Policy No 7.1.1 has a section within, which provides some detail regarding truncations and is due for review. It would be expected that the details within the Truncations Policy 2.2.6 can be added into the Built Form Policy No 7.1.1 on review.