



Hi Phillip,

Please find the 2D elevations attached.

We would like to note we have opted for 2.1m fence along the front and side boundary (1.8m solid and 30cm preventable). The subject property directly abuts Great Eastern Highway, a Primary Regional Road, and is exposed to high traffic volumes, heavy vehicles, and the adjacent rail corridor. The proposed boundary treatment is sought to address safety, privacy, noise, and amenity impacts generated by this interface and is not proposed for streetscape or aesthetic enhancement.

Following the approved subdivision, all pedestrian and vehicular access to the property is provided exclusively via Third Avenue. No access is permitted to or from Great Eastern Highway. As such, the boundary adjoining the highway functions solely as a buffer interface, not an active residential frontage.

It is also relevant that the finished ground level of the residential site is approximately 300 mm higher than the adjacent Great Eastern Highway road reserve and pedestrian pathway. As a result, a standard or reduced-height fence provides no effective privacy or visual screening when assessed from within the garden and outdoor living areas. When occupants are standing or using the private open space, there is a direct and unobstructed line of sight from the public realm into private areas of the property. This condition significantly compromises residential amenity and is exacerbated by the constant pedestrian and vehicular movement associated with a Primary Regional Road.

The proposed boundary fence height has therefore been determined with regard to effective perceived height, rather than nominal fence height alone. A lower fence, when combined with the elevated residential ground level, would fail to achieve a reasonable level of privacy or separation appropriate for a residential use adjoining major transport infrastructure.

In addition to privacy considerations, the site experiences high levels of traffic and rail noise, vibration, and visual intrusion. The property has also been subject to ongoing safety and security concerns, including repeated unauthorised access by members of the public, with recent attendance by police and emergency services in the area and homeless people camping out in our garden.

In this context, the existing boundary condition does not provide an adequate level of containment or protection for a residential environment, particularly for children using the garden and outdoor areas.

The proposed boundary treatment, with an effective height of approximately 2.1 metres, is intended to:

- improve safety and containment for occupants, particularly children

- mitigate traffic and rail noise impacts on the dwelling and private open space
- provide meaningful privacy given the elevated residential ground level
- discourage unauthorised access and improve overall site security
- establish an appropriate residential buffer adjoining a Primary Regional Road

The design has been developed to minimise visual bulk when viewed from the public realm and can incorporate appropriate articulation, materials, or permeability as required to ensure a balanced interface outcome.

Given the site's location, ground level differential, exposure to transport infrastructure, absence of any access function along Great Eastern Highway, and documented safety and amenity impacts, the proposed boundary height is considered reasonable, necessary, and proportionate. It represents a practical response to site-specific conditions and aligns with the intent of planning controls to protect residential amenity where dwellings adjoin major transport corridors.

We respectfully request that Council support the proposed boundary fence height along the Great Eastern Highway interface.

Boundary Fencing – Supporting Statement & Photographic Evidence

The existing front boundary previously consisted of a low brick wall which partially collapsed due to inadequate retaining and age-related failure. This wall became structurally unsound and unsafe and has since been removed.

The original side boundary fencing contained damaged asbestos sheeting. Due to the deteriorated condition and the associated health risk posed by broken panels, the asbestos fence was professionally removed and disposed of in accordance with safety regulations.

Main Roads Western Australia has undertaken a truncation and land acquisition along the front boundary. As a result, the new front fence must be set back and installed strictly in accordance with the amended boundary shown on the approved Main Roads plan.

Proposed fencing includes a 1.8m high heritage-style white timber picket fence along the front and Third Avenue boundaries, with Colorbond fencing in Ironbark colour along the side boundary to match the neighbour's existing partially constructed fence.

