

## Street Walls and Fences

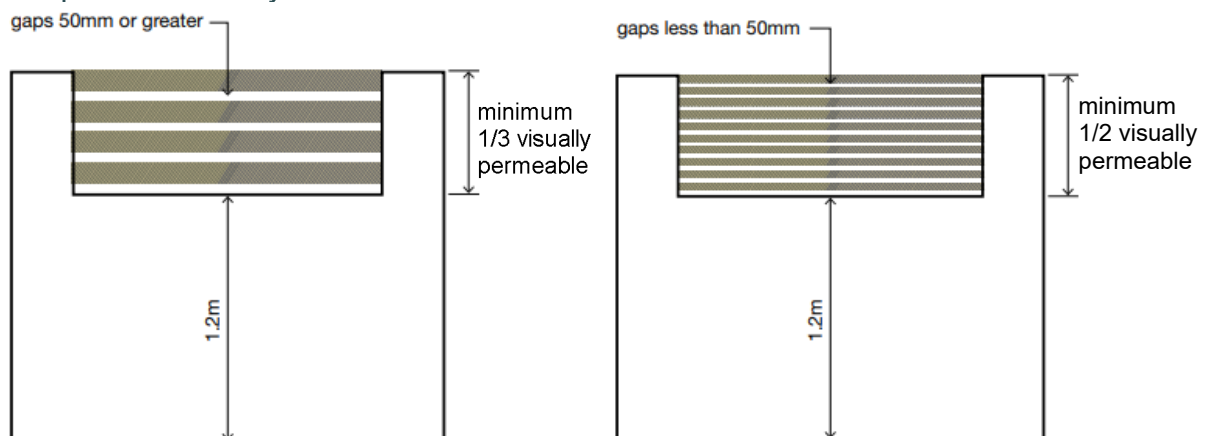
Street walls and fences include all walls and fences (including gates) along the street boundary and along the lot boundaries within the street setback area, but does not include swimming pool barriers.

## Do I need Planning Approval?

Should you meet all of the following requirements, you do not need planning approval:

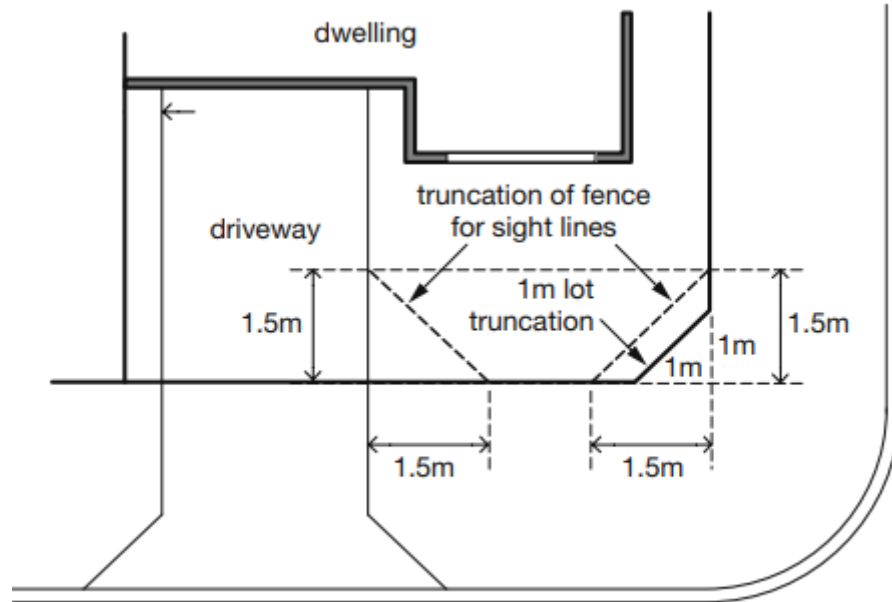
- Primary Street fences:
  - Maximum height of 1.8m above the natural ground level (NGL)
  - Visually permeable (see below diagrams) above 1.2m
  - Where swimming pools are located in front of the existing dwelling, up to 50% of the frontage may be constructed as solid fence to a height of 1.8m, where there is a design element to reduce visual impact and you meet swimming pool barrier requirements
- Secondary Street fences:
  - Maximum height of 1.8m metres above NGL
  - At least one half visually permeable above 1.6m as measured from the NGL
- All street fences:
  - Within 1.5m of where the driveway meets the property boundary, no fence shall exceed 0.75m in height (refer to Sightlines figure below)
  - No gates are permitted to open into the Road Reserve

## Examples of Visually Permeable



# Residential Fencing

## Sightlines

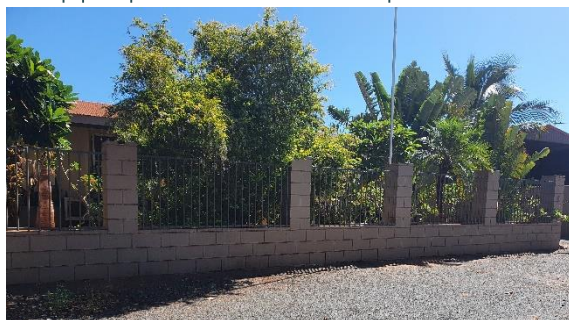


## Replacing your street fences

- All replacement fencing that has not received development approval is required to meet the above standards.

The Town does not support barbed wire, razor wire, electric fencing, broken glass, or hazardous materials and does not support 1.8 metre high solid fence along the street setback.

Some appropriate fence examples:



# Residential Fencing



## Do I need a Building Permit?

A Building Permit is required for all residential fences, as Port and South Hedland are located within a cyclonic wind region. Structural plans are required and must be signed off by a practicing structural engineer to confirm they are designed to a sufficient standard. Refer to the Checklist for Uncertified Building Applications – Fences and Shadesails.

Further information can be obtained by emailing [ePlanning@porthedland.wa.gov.au](mailto:ePlanning@porthedland.wa.gov.au).

## Dividing Fences

A side and/or rear boundary fence behind the front setback of a property can be constructed to 1800mm high and is permitted to be solid for the entire height. A Building Permit is required for the construction of all dividing fences.

It is the responsibility of the landowner to ensure compliance with the *Dividing Fences Act 1961* and to notify affected neighbours or request the contribution to costs.

Additional information can be found on the [Building Commissions website](#).

## Historical Fencing and Policy Changes

The original urban design for South Hedland, in the 1960's, was for a continuous public open space network throughout the town, meaning inward facing streets to separate vehicles (front of houses) and pedestrians (rear of houses). The thought was that houses would overlook the pedestrian pathways and open space network, whilst turning away from the vehicle network. This resulted in a lot of 1.8m high fencing fronting the street. This approach to planning in South Hedland ceased in 1975 and we returned to the more common planning where both pedestrians and vehicles share a road reserve between houses.

The Residential Design Codes (R Codes) were introduced to Western Australia in 1985 which provided state wide planning requirements for residential areas. The R Codes consider integration with and passive surveillance over the street, meaning shorter fences or fencing which is visually permeable above 1.2m in height to

# Residential Fencing

increase the amount of surveillance over the street from private homes and outdoor areas.

There is potential that there are street fences around Hedland which have not historically received development approval, which the Town has not yet been made aware of. If you are looking at replacing your existing fence, you may need to consider alternative designs that meet these guidelines.

## Safety and Security

The reason there has been a change from the 1960's planning to now is because of the significant amount of research that has been done into Crime Prevention Through Environmental Design (CPTED). The CPTED concept seeks to reduce opportunities for crime and concealment in the public and private realm. This improves community perceptions about safety and enhances liveability of urban areas.

While the idea of building to provide safety has historically involved a fortress mentality of high walls and segregation, CPTED provides opportunities for observation of people and their surrounds so that crime and inappropriate behaviour may be detected and people feel safer using the public realm. This is called passive surveillance. Another key component relevant to street fencing of CPTED design include access control which is influencing where people can and cannot go to provide safe routes and minimise crime opportunities. The planning framework has incorporated CPTED principles in street fencing requirements to create safer public spaces for pedestrians.