



Applications & Appeals Services
The Beehive, City Place, Gatwick, RH6 0PA

Head of Development Management
Arun District Council
Maltravers Road
Littlehampton
West Sussex
BN17 5LF

Ref: 18/257

26 June 2019

PLANNING APPLICATION

Dear Sir / Madam

Applicant: Ms L Rudd
Proposal: Retention of replacement fencing and proposed replacement entrance gates.
Site: Land Adjacent to Church Farm Barn, Horsemere Lane, Clymping BN17 5QX

On behalf of the applicant please find attached the above planning application which has been submitted following a request to do so by the Council's Planning Compliance Officers. The application is supported by the following plans, in addition to this detailed cover letter:

- Completed electronic application form with Certificate A;
- Location Plan – Scale: 1:1250 at A3
- Block Plan – Scale: 1:500 at A3
- Fencing details – Scale 1:50 at A3

Site Description

The application site comprise a parcel of land adjacent to Church Farm Barn, which is a detached former flint barn with grey / black tiled roof. Its site frontage includes a red brick wall with conifer hedging above. To the east is the application site, which is accessed via an existing vehicle crossover and gravel drive. Access is secured by an existing metal field gate. The application is now fronted by timber fencing, the

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subject of this application. It was formerly enclosed by post and rail timber fencing with overgrown hedgerow and trees behind. The fencing was put up to both make the land more secure from fly-tipping and improve the attractiveness of the site generally.

The wider street scene along this section of Horsemere Green Lane has a domestic appearance with well-maintained front gardens and boundary treatments, which includes a mix of timber fencing, soft landscaping and brick walling. Whilst the majority of frontages are softened by landscaping, there is no overriding materials used for site boundaries, giving a varied appearance to the street scene.

Proposal

The application proposes the construction of 1.8 metre timber fencing along the front boundary of the site to Horsemere Green Lane and new matching entrance gates to be provided on the existing driveway, which would replace the existing gate. The fencing comprises vertical 'hit and miss' paneling, which appears prominent as it is newly constructed and has not yet weathered. The proposed fencing comprises treated timber and will quickly weather to have a silver appearance.

The fencing is set back from the main highway surface to retain a grass verge. No footpath exists on the north side of the highway at this point. Photographs of the proposed fencing are produced below:

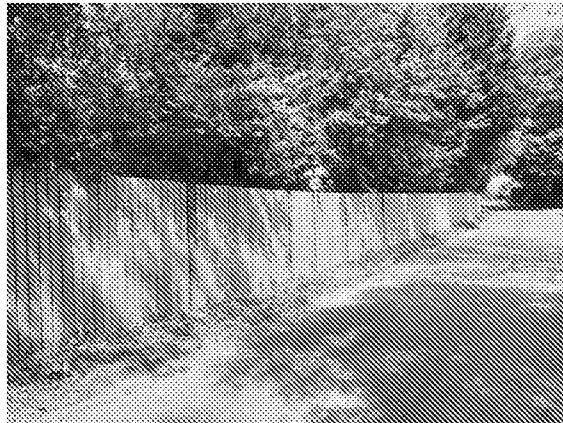


Frontage to Horsemere Green Lane

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Frontage to Horsemere Green Lane



Fencing detail



Existing access and gate to be replaced

The proposed replacement gates are to be set back from the site frontage and positioned in exactly the same location to provide secure access and egress from the site. The siting of the gates as they have always been will ensure that vehicles can drive clear of Horsemere Green Lane prior to stopping to have to open the gates. Once in the site, the site layout allows for vehicles to turn so that they can

enter and exit the site in a forward gear. This remains as per the current arrangement for entering and exiting the application site.

This application is made retrospectively following the completion of the works set out above, with the exception of the proposed replacement gates.

Planning Assessment

The application proposes the erection of timber fencing along the site boundary, which have already been constructed and is therefore retrospective.

The site is located outside of any defined built up area / settlement boundary, however, it is considered that the principle of erecting fencing to a site boundary is acceptable, either under permitted development allowances (fencing up to a height of 1 metre) or following the grant of planning permission. The purpose of erecting this fencing was to replace overgrown post and rail timber fencing to ensure the sites boundary is demarked where it adjoins the public highway and to also provide a secure boundary to the site.

As the principle of this development should be considered acceptable, it is considered that the main issues for consideration is the impact of the additional height of the fencing on the character of the area, together with any highway safety considerations. Both matters are considered further below.

Impact on character of the area

The National Planning Policy Framework (NPPF) sets out that the Government attaches great importance to the design of the built environment (paragraph 128) and Policies D SP1 Design and D DM1 Aspects of form and design quality of the Council's Local Plan set out specific local design requirements which must be taken in to account in the determination of any planning application. Clymping have also adopted a Neighbourhood Plan, within which Policy CPN 11 Quality of Design is of relevance to the determination of this application. Within Policy CPN 11 of the Neighbourhood Plan, it is considered that criteria b. as detailed below is of most relevance to the determination of this application:

b. respecting established building set back, using boundary treatments that reflect local context, and arrangements of front gardens, walls or trees and hedges

As described above, the proposed fencing is seen in the context of a street scene that includes a mix of well-maintained domestic boundary features. The street scene includes a mix of timber fencing (junction of Ford Road and Horsemere Green Lane), soft landscaping and brick walling. The existing boundary treatments vary in height and form. As such there is no prevailing character to boundary treatments.

It is accepted that parts of Horsemere Green Lane have a verdant appearance, but there is a mix of frontages and the timber fencing as proposed, which is of a high quality, is not thought to harm this appearance. The siting of the fencing ensures the retention of a grass verge to the north side of the highway and dense hedging and trees within the site area retained, providing a green backdrop to the boundary treatment. Further, the proposed fencing is already fading as the timber becomes bleached by sunlight taking on a softer silver appearance, therefore further reducing its prominence in the street scene.

It is considered that the proposed fencing would not harm the character and appearance of the area. It is a common feature found routinely in the local area and its appropriateness ensures no policy conflict at either national or local level.

Impact upon highway safety

In terms of the relevant planning policy at a national level, paragraph 108 of the NPPF states that when assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 109 goes on to confirm that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The proposed development would comprise the construction of fencing along the existing site boundary and provision of replacement gates, set back within the application site. The proposed fencing has been constructed in place of existing overgrown post and rail timber fencing. The fencing does not encroach upon the existing highway boundary and tapers as it adjoins the existing site access to ensure existing visibility splays are retained.

The proposed gates would be set back from Horsemere Green Lane, as currently sited, which would therefore allow both small and large vehicles that were wanting to enter the site to continue to drive clear of Horsemere Green Lane prior to coming to a halt. This would ensure that the introduction of the proposed gates will not result in vehicles waiting on the public highway before entering the site.

In terms of the use of the application site, this will not change and therefore changes in the number of vehicle movements is not a consideration of this application.

It is considered that the fencing as sited ensures that the existing conditions for the access and egress from the application site will be retained as existing. No increase in vehicle movements to and from the site will occur and the siting of the gates will ensure vehicles can drive clear of the public highway before stopping. As such, the proposed development would not impact upon highway safety or the capacity of the local highway network. It would therefore comply with the requirement of national and local planning policies in respect of highway safety.

Summary

It is considered that the proposed submission is appropriate for the application to be made valid, and for the reasons set out above, it is considered to be in accordance with relevant policies contained in the development plan.

I trust the enclosed documents are in order and I look forward to receiving confirmation that the planning application has now been validated. In the meantime,

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however, please do not hesitate to contact me should you require any further information.

Yours sincerely



**Nikolas J. Antoniou
BSc HONS DIPTP MRTPI
Chartered Town Planner
For and on behalf of NJA Town Planning Ltd**

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