Development Management - Delegated Officer Report

Application Number: AWDM/1873/16 Recommendation – Approve

Site: **34 Old Fort Road, Shoreham-By-Sea**

Proposal: **Retention of front boundary wall with fence panels and electronic automatic gates up to 1.74m in height along front (north) boundary.**

Date of site visit:

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application relates to a detached dwelling on the south side of Old Fort Road. A new front boundary wall has been constructed, comprising a white rendered wall 0.78m high with white rendered piers 1.74m high. Between each pier are three timber panels fixed to a steel tubular fame. Entrance gates are also proposed in a similar style.

No. 32 to the west has recently constructed a similar wall and obtained retrospective planning permission at the 5 December Planning Committee (AWDM/1521/16).

Relevant site history

None relevant

Consultations

West Sussex County Council: The **Highway** Officer has no objection. Old Fort Road is a residential D class road. It is considered that vehicular visibility within this location is sufficient; there are parking restrictions in force to keep on-street parking to a minimum and the wide footpath present serves to aid in achieving visibility.

Manual for Streets 10.6.1 states that vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously - similarly to how vehicles pull out when visibility along the carriageway is restricted. The footpath in this location is wide enough at 6m that pedestrians may be seen by an emerging vehicle using this access and vice versa.

The automatic gates should open into the property this is to ensure the public footway is kept clear during its use and to allow the vehicle to wait off of the highway whilst it is being operated. It is unclear from the documentation provided whether this is the case.

Space is allocated within the site to allow vehicles to turn and exit within a forwards gear and therefore allowing vehicles improved visibility to safely use the access.

Representations

1 letter of objection received from the occupier of 116 Old Fort Road:-

• The wall is higher than the standard 1m height for front walls on the Beach.

Relevant Planning Policies

Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH7 and Appendix 11 'Supplementary Planning Guidance' comprising: Development Control Standard No.3 'Extensions and Alterations to Dwellings'
Submission Adur Local Plan (2016) Policy 15
National Planning Policy Framework (March 2012)

Planning Assessment

Principle

The proposal comprises upgrading the existing housing stock located within the built up area and can be supported in principle. The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the dwelling and its surroundings.

Visual amenity

Old Fort Road contains a variety of front boundary treatments. The dwellings on the south side of the road are set back from the road by a verge approximately 5m wide. Many properties have low walls along the frontage, some with hedge planting behind.

Most walls in the street are not higher than 1m but there are examples of higher boundary features, including at Nos. 58, 74, 109, 120, 124 and 136 and, most recently, at No.32.

In the case of No.34, the piers are no higher than those at No.32 while the wall itself is only 0.78m high. The softwood boards used to infill the space between the piers are 'hit and miss' meaning that there are gaps between the boards to avoid a solid form and to allow planting behind to be seen.

It is considered that, in view of the set back from the road, the maximum height of 1.74m and the use of hit and miss boarding, the visual impact of the proposed wall is acceptable in the street scene.

The gates have a slightly greater visual impact as there is no planting behind to soften their appearance. However, they are not solid features and, while their appearance is unusual and slightly 'industrial', the style is consistent with the rest of the front boundary and, on balance, it is considered that insufficient harm has arisen to warrant refusal of the application.

Residential amenity

The proposed wall and gates are not considered to cause any harm to residential amenity.

Accessibility and parking

There are no highway safety concerns with this proposal. A condition is recommended to ensure that the gates are inward-opening.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Gates shall open inward

Is recommendation contrary to letter(s) of representation? N

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Case Officer: Peter Barnett Date: 23 January 2017

Authorised by: Gary Peck Date: 23 January 2017