
SUPPORTING STATEMENT

Replacement of Existing Fence

at

1 Harwood Drive, Hinckley

488-100725

1 INTRODUCTION

- 1.01 This document provides supporting information in respect of a planning application for the replacement and relocation of a timber boundary fence.
- 1.02 The site is that of a domestic dwelling, with private gardens to the rear and car parking to the front.
- 1.03 The applicant currently stores a caravan, at a different location to their home, and now needs a suitable space at the dwelling to enable them to store the caravan securely at the property.
- 1.04 They are also considering the replacement with a smaller motorhome, again with a requirement for it to be located at the dwelling, however they need to be satisfied that they can store this at the dwelling prior to purchasing.
- 1.05 Currently there is insufficient space to position a large vehicle upon the existing paved parking area to the front of the dwelling, which is used for parking of their private cars.
- 1.06 A previous application (16/00595/FUL) permitted the relocation of the original fence line, to a position 600mm from the back of the pedestrian footpath. The retention of the 600mm 'margin' means that there is insufficient space to provide access gates large enough for a larger vehicle.
- 1.07 However, with the removal of the 600mm sufficient space exists to gain access to the garden and the proposed relocation of the fence, to the back of the footpath, will allow sufficient space for a secure gated entry and parking.
- 1.08 Permission 16/00595/FUL allowed for the repositioning of the fence line to a set back of 600mm from the footpath, however this distance is now critical to the successful secure parking of a vehicle within the rear garden.
- 1.09 This application seeks to replace the timber fence, with a timber fence located at the back of the footpath and remove the 600mm margin.

2 BACKGROUND

- 2.01 Permission was granted in 2012 (12/00558/HOU) for the conversion of the double garage into living accommodation, a replacement garage with living space above and other alterations.
- 2.02 Whilst the existing garage conversion works have been completed, other elements, such as the new side garage, have not. However, the balance of works remains extant and the applicant could continue with the remainder of the approved development.
- 2.03 However, the new garage to the side of the dwelling, forming part of the earlier approval, does not provide suitable space for a larger vehicle and, due to the proximity of the adjacent boundary, it is not possible to increase the width.
- 2.04 Consequently, the only available space for the parking of a larger vehicle is to the eastern side of the dwelling in what is currently rear garden.
- 2.05 Whilst the erection of a fence is covered within the GPDO, the proximity to the highway limits the height to 1m and, when combined with the need to retain privacy to the rear garden of the dwelling with a 2m high fence, necessitates the application.
- 2.06 The GPDO allows the applicant to remove the existing timber fencing and erect a means of enclosure, however where it is '*constructed adjacent to a highway used by vehicular traffic*', it is subject to a maximum height of 1m.
- 2.07 The retention of the previously approved 600mm 'planted strip', could be extinguished, under the rights that exist within the GPDO, therefore any reasons for its previous inclusion can only be given limited weight.
- 2.08 However, the erection of a 1m high fence would not provide suitable security for the private rear garden and passing pedestrians.
- 2.09 Essentially, this application is for an increase of the height of a fence from 1m (allowed under the GPDO) to 2m height.

3 VISUAL AMENITY & LOCAL CHARACTER

- 3.01 The housing estate upon which the application sits, has several instances of rear garden boundary fencing abutting the highway. Similar to that proposed under this application.
- 3.02 There are several pedestrian access routes, linking up the road network, that also have boundary fencing, above 1m in height, that is adjacent to the highways.
- 3.03 Examples of these instances are found at Appendix A.
- 3.04 This arrangement of tall fencing to the boundary of the highway is not uncommon upon the estate and when taken in the wider context could not be considered incongruous.
- 3.05 There would be no harm, over that which currently exists through the examples given at Appendix A, to the visual amenity of the character of the wider area.
- 3.06 In respect of materials, the proposal is to replace the existing timber fence, with a new timber fence. Therefore, when combined with the variations found in the examples given at Appendix A, there can be no objection to the use of this material.
- 3.07 In respect of planning policy, given that the use of tall fencing adjacent to highway boundaries is a common feature, the application seeks only to replicate what can be easily found upon the estate already.
- 3.08 The application proposes an arrangement that is no different to that which already exists.

4 HIGHWAYS

- 4.01 Currently the private driveway accommodates 3 to 4 vehicles, accessed from the existing dropped kerb.
- 4.02 This arrangement has been acceptable to the highway authority, initially at the time of construction and more later during the consultation for the extension of the dwelling.
- 4.03 The proposal will utilise the existing dropped kerb to provide access to the new parking space and have no change to the current access arrangements.

APPENDIX A

