

**Item 3**                      **08/01250/FUL**                      **Refuse Full Planning Permission**

**Case Officer**              **Mrs Helen Lowe**

**Ward**                      **Lostock**

**Proposal**                      **Erection of 1.8m high brick wall with pillars and steel railings**

**Location**                      **243 Southport Road Ulnes Walton Leyland PR26 8LQ**

**Applicant**                      **Mr Roy Stringfellow**

**Proposal**                      This application is a retrospective application for the erection of a 1.8m high wall consisting of a brick wall to a height of 0.95m with brick pillars to a height of 1.8m with steel railings in between.

**Location**                      The wall forms the northern boundary between the front garden area of no. 243 Southport Road and the pavement/highway. No. 243 Southport Road is a large detached bungalow set back from the road with large gardens.

**Summary**                      The main issues to consider in determining this proposal are design and appearance (including impact on the street scene and Green Belt) and impact on highway safety.

**Planning Policy**              GN5: Building Design and Retaining Existing Landscape Features and Natural Habitats  
DC1: Development in the Green Belt  
Householder Design Guidance SPD  
Manual for Streets

**Planning History**              No relevant history

**Consultees Responses**              LCC Highways: The wall very much impinges on the visibility when existing the site and 241 Southport Road. Southport Road is a main link road with 40mph speed limit. The required splay line is 2.4m by 90m. The wall needs to be 600mm maximum height and without brickwork pillars to achieve the unobstructed play line.

**Third Party Representations**              None received.

**Assessment**                      *Design and appearance*  
The Council's Householder Design Guidance states that boundary treatments should be designed in materials and details that respect the surrounding streetscape or area. The proposed wall and railings have a rather urban appearance, that is a somewhat incongruous to a rural area. However, the following factors also need to be taken into consideration:

- This part of the Green Belt is relatively built up, the property is situated in a ribbon of development As well

as residential properties nearby there are also commercial uses, such as the Ideal Car Supermarket;

- There are other walls nearby of varying heights and materials;
- Although number of the semi-detached properties to the east do not have any boundary treatments to the front, this is because the front gardens have been paved over and are used for parking which increases the urban appearance of the area and reduces visual amenity;
- Although the brickwork appears stark at the present time, it will weather over time;
- There was an existing wall in the same location (although I do not have details of the height or materials).

#### *Highway safety*

The LCC Highways engineer has objected to the proposals on the ground that the wall impinges on the visibility splay of the entrance of the application property and that of the adjacent properties (no. 241 Southport Road; a certificate of lawfulness has been granted for the commercial use of buildings to the rear but they are currently unoccupied). It is not considered that it would be reasonable to require the height of the wall to be reduced to a height lower than 1m as a 1m high wall could be built without planning permission.

#### **Conclusion**

The proposal is accordingly recommended for refusal, as it is detrimental to highway safety.

#### **Recommendation: Refuse Full Planning Permission**

#### **Reasons**

1. The proposed development would be detrimental to the safety of highway users by reason of its siting and height. The proposed development would therefore be contrary to policy TR4 of the Adopted Chorley Borough Local Plan Review.

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