

21/00652/FUL

ERECTION OF A 4.0 M HIGH TIMBER FENCE TO PART OF WESTERN BOUNDARY FRONTING MOORGATE ROAD AND SOUTHERN SIDE BOUNDARY

Venus 217, Delphi Trading Estate, Moorgate Road, Southdene, Kirkby

1. Position of New Fencing

- It is unclear whether the proposed fencing would be located on the outer side of existing fencing or inner.
- Or is the applicant proposing to replace existing fencing – it is not clear from submitted plans.
- Existing and proposed layouts do not identify existing fencing. It appears that the fencing is shown as below (fig. 1) and hence outside of the red line boundary and within the blue line, although this is not annotated on plan.

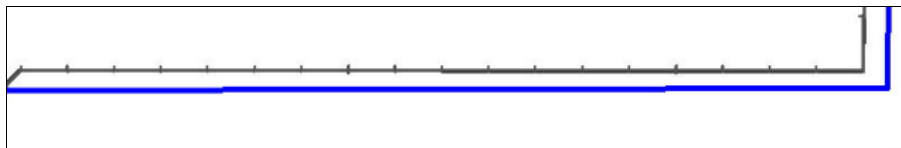


Figure 1.

- Nevertheless, there is uncertainty, particularly in the area where there are trees in the location identified below (Fig. 2):

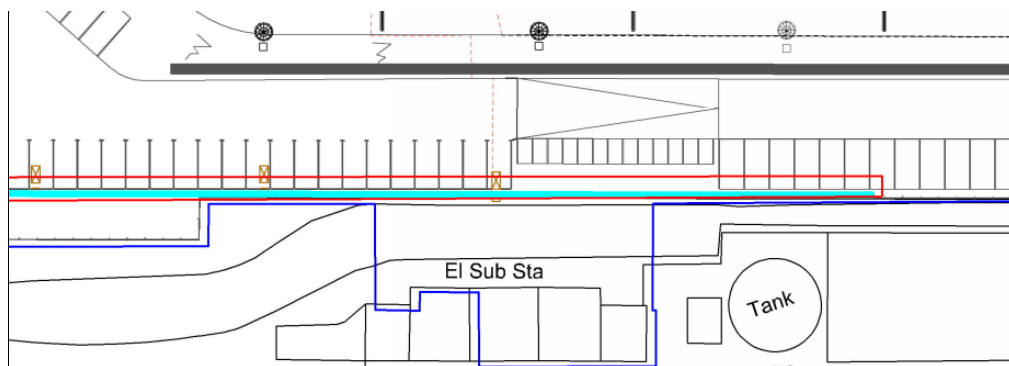


Figure 2.

2. Maintenance of Land

- From the information submitted it would appear that the erection of the fencing would prevent access for the maintenance of land between the red and the blue line (Fig. 3 and 4). Please clarify.

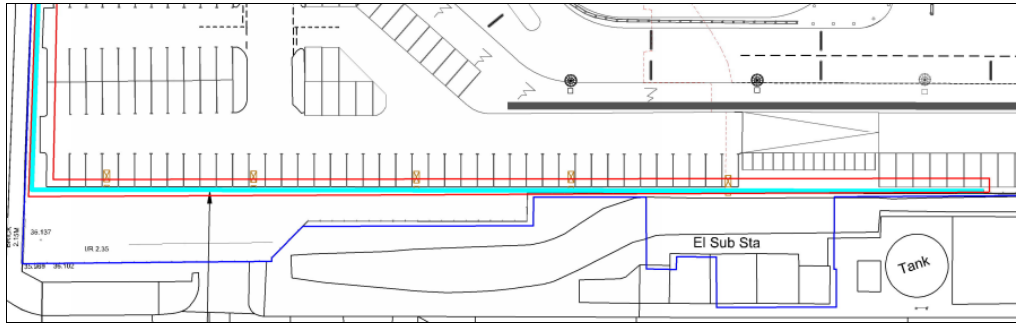


Figure 3.



Figure 4.

3. Existing Trees

- Initial view of Google Maps (Fig. 5) appears to indicate that there are trees along the southern boundary.

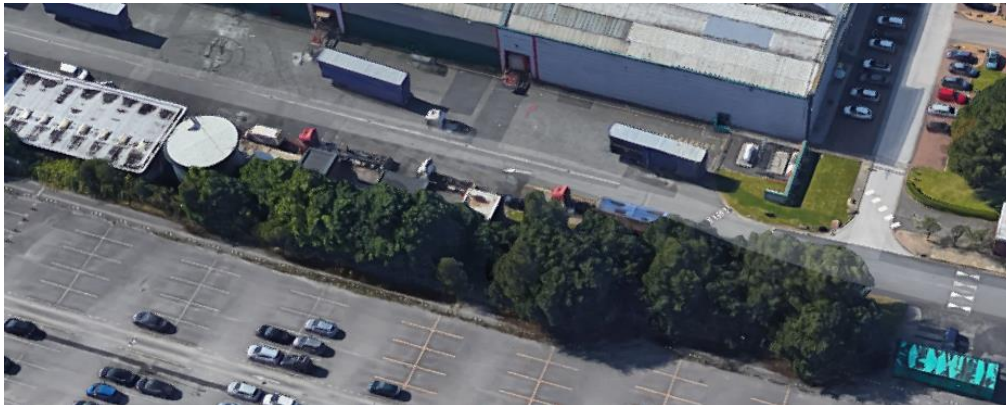


Figure 5.

- The trees have previously been identified in an Arboricultural Implications Assessment (Group 7) accompanying application 16/00400/FUL (condition 4 refers).
- Consultation has been carried out with the Council's Arboricultural Officer in relation to the need for tree reports.
- In response the Council's Arboricultural Officer has indicated that before he could answer whether reports are required, he would need to know

which side of the existing fence the proposed fence would be located. If it's going between the trees and the existing paladin fence then yes, a report would be required. If it's on the other side then we would be okay, looking at the fence specs and given it is just post being put in with no significant impact on the trees.

4. Security

- The submitted covering letter indicates that the proposed development is to provide increased security, however, it is not clear how this would be the case – given other parts of the site; including the access gates immediately adjacent to the proposed fencing, would remain as the existing height – it is unclear therefore how this section of fencing would increase security for the site.
- There does not appear to be any compelling evidence that the proposed fencing would provide improved security. Please clarify.

5. Visual Impact

- The covering letter suggests that the timber fencing is that typically seen in such industrial areas. I am not persuaded by that argument, particularly in this setting along a main thoroughfare through the borough.
- It should be noted that Policy DQ3 of the Knowsley Replacement Unitary Development Plan seeks to ensure that new development proposals which are within or adjacent to, or visible from identified routes should seek to enhance the visual appearance of the route.
- Whilst Moorgate Road is not specifically identified, the policy indicates any other routes which link the above routes to any of Knowsley's town or district centre and in the explanatory text highlights that Knowsley also *contains a number of more minor routes which nevertheless provide important 'gateway' links between the strategic transport network and the Borough's town and other centres.*

6. Highway Considerations

The Council's Highways Engineers have raised the following 'objection pending amendment':

Highways have reviewed the plans submitted:
Proposed Site Plan Rev B, Existing Site Plan Rev B

The timber fence location around the site access is such that it would not obstruct visibility for either pedestrians or vehicles.

However, the proposed timber fencing is noted to abut directly to the rear of the parking bays which line the southern boundary of the site's car park. The existing paladin fencing is set back a significant distance for most of these

parking bays, or (from scaled measurements) circa 1.0m in some parts to the east.

This setback allows for large vehicles (i.e, vans) which are otherwise longer in length than the 4.8m parking bays to overhang the grassed area. This overhang helps to mitigate any protrusion of larger vehicles into the aisle, and as such helps to maintain the standard 6m aisle width and supports the free flow / manoeuvring of traffic.

Highways request that the proposed timber fencing be set back 1.0m from the rear of the parking bays to allow for large vehicles to continue to overhang the grassed area. In areas where a full 1.0m setback is not possible, then the timber fencing should be setback as far as is practical. The new setback geometries should be highlighted on future submitted plans.