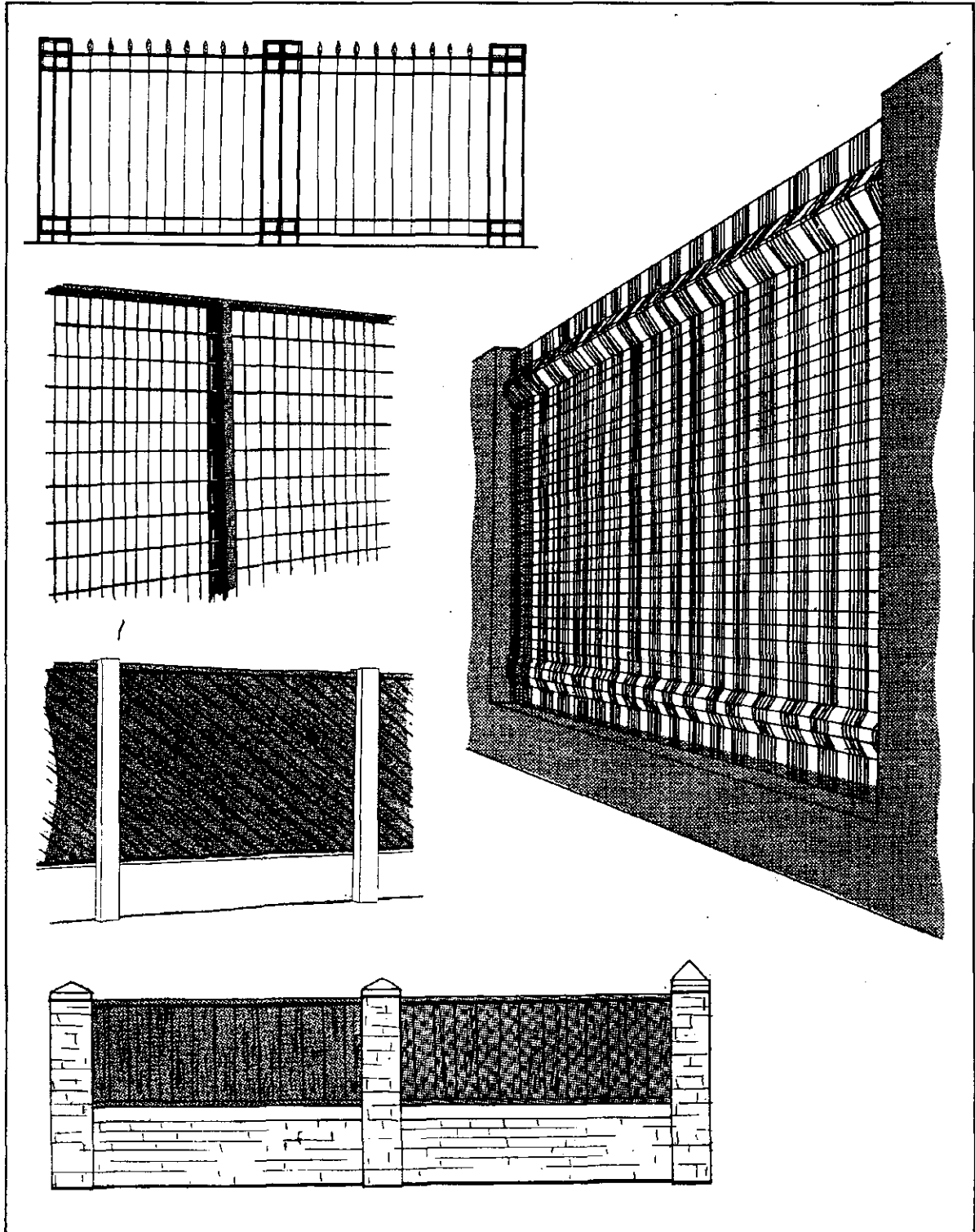


PLANNING GUIDELINES

Fencing



PLANNING GUIDELINES - FENCING

Incorporating amendments made November 1995 following public consultation

CONTENTS

1. Introduction
2. Need for planning permission
3. Government policy
4. Council policies
5. Appropriate types of fencing
 - 5.1 Residential areas
 - 5.2 Industrial, commercial and educational sites
 - 5.3 Conservation areas
 - 5.4 Rural areas
6. Fencing and planting
7. Colour and finish
8. Highway safety

Appendix 1 Extract from Town and Country Planning (General Permitted Development) Order 1995

Appendix 2 List of some properties with planning conditions restricting fencing.

Appendix 3 Extract from Trafford's Deposit Draft Unitary Development Plan: Proposal D1.

1. INTRODUCTION

- 1.1** The aim of these Guidelines is to illustrate some of the range of fencing possibilities available, so as to help owners to make an appropriate choice, and to set out what the Council's approach will normally be when fencing proposals come within planning control. These are Guidelines only and every planning application will be considered on its individual merits.
- 1.2** Security is a problem which is behind many applications for fencing, but achieving security should not be done in a way which is at the expense of the character and amenity of the surroundings. In most cases a solution can be found which will meet security needs and look acceptable.
- 1.3** The choice of fencing or other boundary treatment can have a significant effect on the overall appearance of a property or the character of an area. This will depend on the type of fence, its height, length and siting, and the character of the surroundings. Advice on types of fencing is given in Section 5. Landscaping may be important as a part of any fencing proposal (see Section 6). The character of the surroundings will be particularly important in the case of Conservation Areas (see Section 5.3).
- 1.4** The issue of highway safety is considered in Section 8. Problems can arise if a fence obstructs visibility at an access, at a road junction or at a bend in the road.

2. NEED FOR PLANNING PERMISSION

- 2.1** Planning permission for some fences is given by the Town and Country Planning General Permitted Development Order 1995 (see extract at Appendix 1). Other fences need permission. In general, planning permission is needed for any new fence or wall over 1 metre (3 ft 3 inches) high adjacent to a road, or over 2 metres (6ft 6 inches) high elsewhere. Repair of a fence does not need permission but removal and complete replacement, even at a similar height, would need permission if over the limits set out above.
- 2.3** Fencing within 1 metre of the road boundary (usually the back of the footway) will normally be considered to be "adjacent" to the road and therefore to need planning permission if over 1 metre high. This applies not only to fencing parallel to the road but also to the nearest panel to the road where the fence is perpendicular to the road.
- 2.4** New fences or walls anywhere within the curtilage of a 'listed building' will normally need planning permission.

2.5 On some housing developments or individual houses there is a condition on the original planning permission giving additional control over fencing. This may have been to maintain an 'open plan' character or because special control over the visual appearance was considered to be necessary. Any fences, of whatever height, to properties covered by such a condition may need planning permission. A list of some of the areas involved is given in Appendix 2.

2.6 Advice on the need for planning permission can be obtained from the Development Control Division of the Council's Engineering and Planning Directorate.

3. GOVERNMENT POLICY

The following is an extract from Planning Policy Guidance Note PPG1 (General Policy and Principles):

"A5. The appearance and treatment of the spaces between and around buildings is also of great importance. Where these form part of an application site, the landscape design - whether hard or soft - will often be of comparable importance to the design of the buildings and should likewise be the subject of consideration, attention and expert advice. The aim should be for any development to result in a 'benefit' in environmental and landscape terms."

4. COUNCIL POLICIES

The Council's main planning policies are set out in the Unitary Development Plan (UDP), currently in "Deposit Draft" form. Of particular relevance is Proposal D1 (All New Development - see Appendix 3). The Guidelines in this document act as supplementary guidance to the Policies in the UDP and explain in more detail how the UDP Policies will be applied.

5. APPROPRIATE TYPES OF FENCING

5.1 Residential areas

5.1.1 Types of fencing which are often appropriate in residential areas include wooden fences. They come in a variety of types (e.g. Figs 2 to 7). The impact of a long frontage can be reduced by having variations e.g. in the top line (e.g. Figs 4, 6) or in having brick piers (Fig 6). New wooden fencing can have a bright appearance which can appear unduly garish in a prominent situation, and staining it darker can reduce its impact on the surroundings. It is often good practice to set timber fences on a low plinth made up of concrete panels or a low brick wall, both for appearance and for maintenance, as shown in figs. 2,3,4,6.

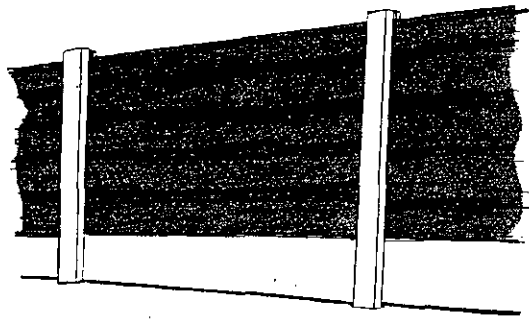


Fig. 2 Horizontal Close Boarded

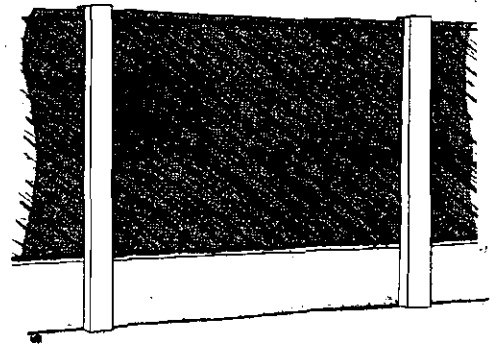


Fig. 3 Diagonal Close Boarded

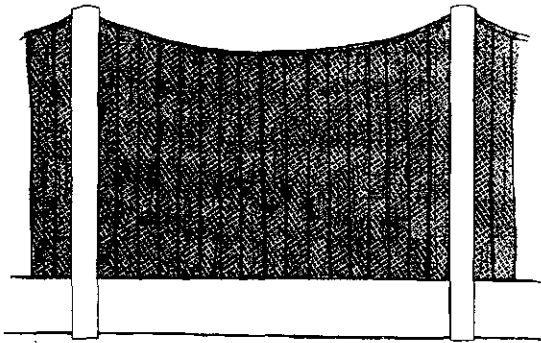


Fig. 4 Vertical Close Boarded - Scalloped Top

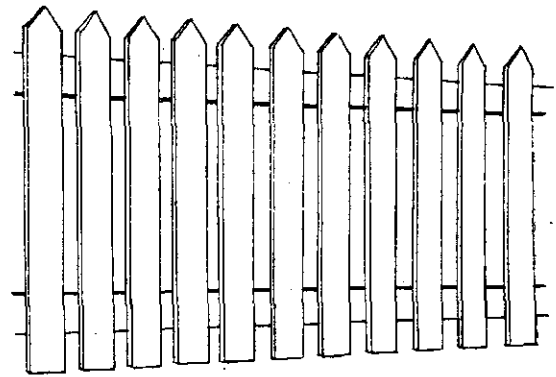


Fig. 5 Picket Fencing

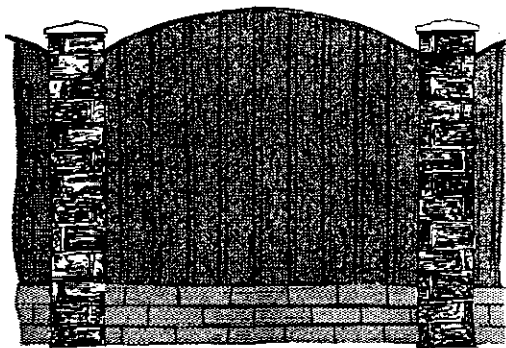


Fig. 6 Close Boarded - Arched Top and Brick Piers

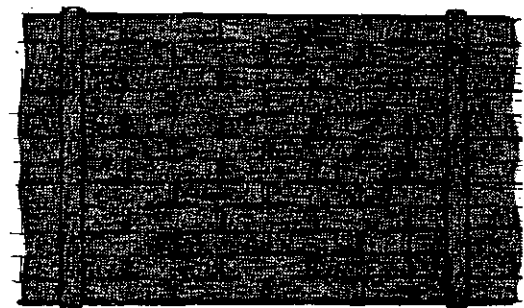


Fig. 7 Interwoven

5.1.2 Brick walls can be appropriate and normally give an appearance of quality. Longer runs benefit from some variation e.g. the piers being forward of the wall or with other built in features (e.g. Fig 8). Combinations of brick and fencing (e.g. Fig 9) or brick and railings (e.g. Fig 10) can be very effective. Particularly where a long run of high enclosure is required, the use of two types of structure breaks up what would otherwise be a long uninterrupted expanse.

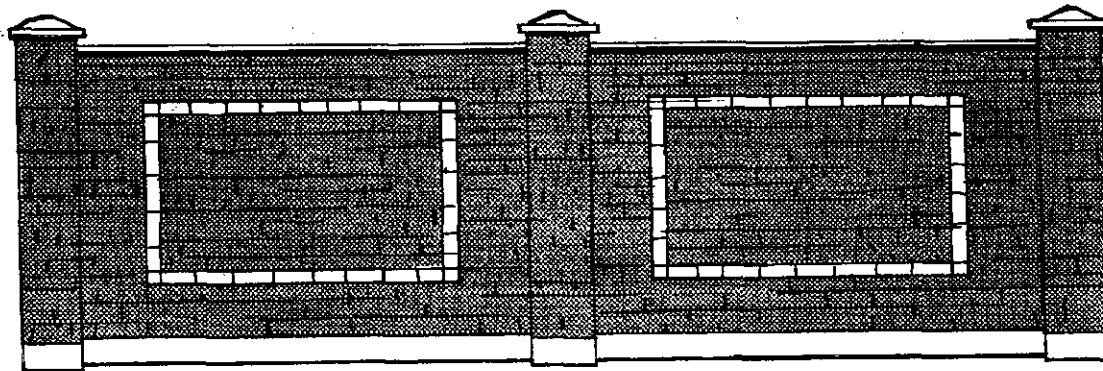


Fig. 8 Brick Wall with Detailing

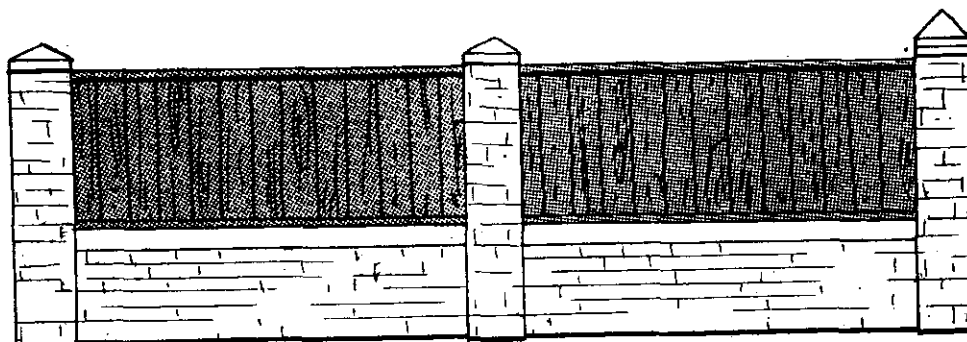


Fig. 9 Combination Wall and Wooden Fencing

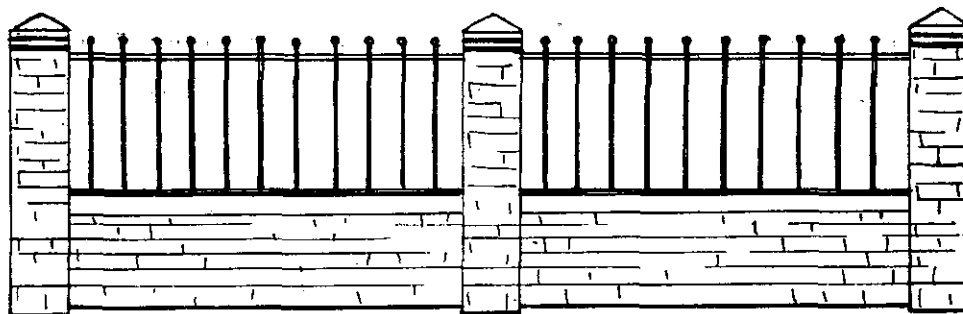


Fig. 10 Combination Wall and Railings

5.1.3 Solid concrete panel fencing (fig 13) is not normally appropriate in residential areas, neither are other less attractive fencing types such as steel palisade fencing (fig. 11) or barbed wire (fig. 14), but decorative railings (e.g. fig. 15) can be very attractive in appearance in appropriate locations. Chain link fencing (e.g. fig.12) does not look good on its own but can be suitable for rear boundaries if close to a hedge or other planting as this will soften and absorb the visual impact of the fence.

5.2 Industrial, commercial and educational sites

5.2.1 Examples of fences normally suitable for such areas for situations open to public view are steel railings (Fig 16), welded bar (Fig 18), or welded mesh (Fig 17). An appropriate colour finish should be used, e.g. factory painted or plastic coated, not galvanised or untreated which give an unattractive appearance. The less attractive fencing such as steel palisade (fig 11), chain link and concrete posts (Fig 12) and concrete panel (Fig 13) should not normally be used in any prominent situation especially if barbed or razor wire is included. Palisade fencing may sometimes be acceptable on a site frontage provided it is set back behind planting (fig.22) as well as having a painted finish.

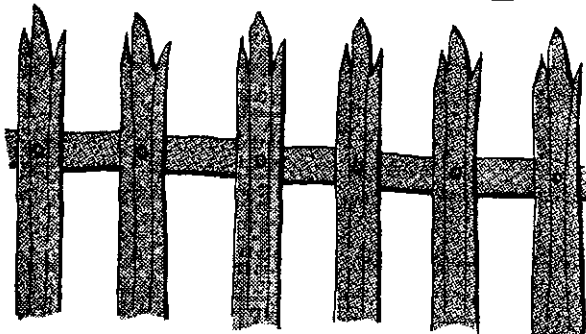


Fig. 11 Steel Palisade. This type with spiked tops and a galvanised finish has a harsh appearance. Can be much improved by a painted finish. Round tops can make it look less aggressive

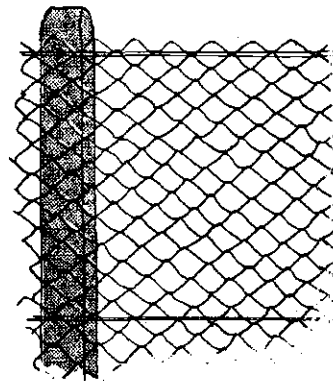


Fig. 12 Chain Link. Usually with concrete posts and it is these that have the main visual impact, particularly if cranked arms are used for barbed wire. This fencing can be much improved by use of plastic coated steel posts. The mesh too should be plastic coated. The mesh is not particularly strong and can deteriorate in shape and is prone to vandalism.

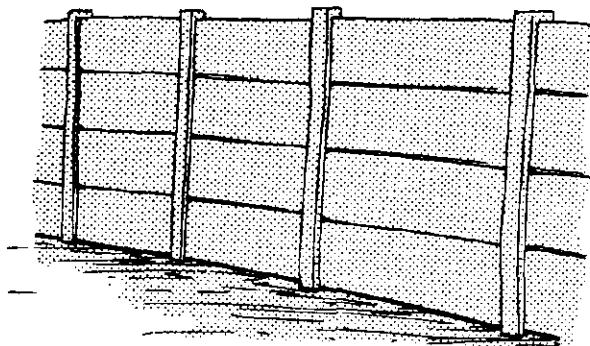


Fig. 13 Concrete Panel Fencing. This has a crude and unattractive appearance. It can be improved a little by having the panels in exposed aggregate or other finish than plain concrete. It can suffer in appearance due to clumsy, non-matching repair panels.

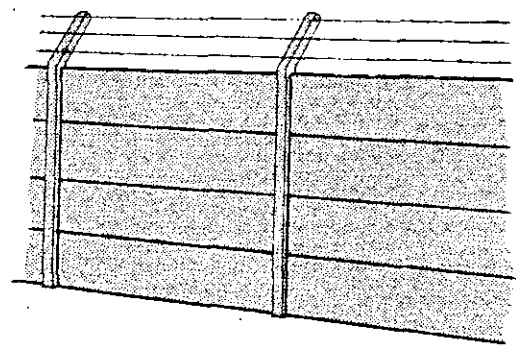


Fig. 14 Barbed Wire. Usually used as an addition on top of other types of fencing. It should be included in the height measurement when deciding whether planning permission would be required. Its use normally worsens the appearance of a fence and even neat strands can give a 'prison camp' appearance. If it is essential that it is used it should be positioned as unobtrusively as possible. It should not be sited where it would cause risk to people walking along a public highway.

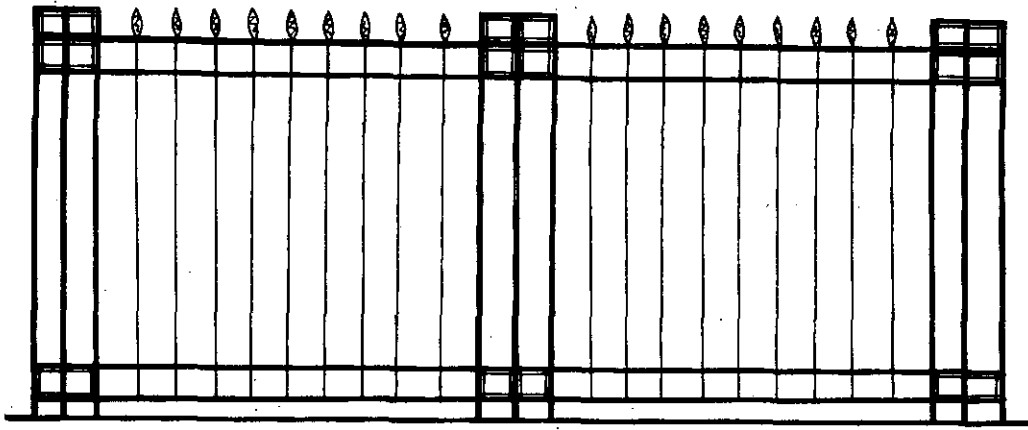


Fig. 15 Example of Decorative Railings.

5.2.2 Advice on fencing for industrial development is also included in the Council's Planning Guidelines - Industrial Development (April 1994).

5.2.3 For office development, in addition to the fencing types mentioned above in section 5.2.1, brick walls (fig. 8) and decorative railings (fig. 15) can be appropriate. Wooden fences can look acceptable but are not as likely to be durable enough to be satisfactory in a commercial situation.

5.3 Conservation areas

5.3.1 In considering any planning application in a conservation area the Council is required to pay special attention to the desirability of preserving or enhancing the character or appearance of the area. Where there is a distinctive type of frontage which it is desirable to keep, any development proposal should keep or recreate this type of frontage. For instance in some conservation areas low stone front boundary walls are characteristic, or hedges and shrubbery rather than fences.

5.3.2 The Council has produced separate planning guidelines for the following Conservation Areas:

- The Downs
- The Devisdale
- Bowdon
- Ashley Heath
- South Hale

5.3.3 In addition, although not a conservation area, the Council has produced planning guidelines for the Brooklands area, including advice on frontage treatment on parts of Brooklands Road, Woodbourne Road, Whitehall Road and Marsland Road.

Fig. 16 Steel Railings. A variety of straight forward designs exist which are an alternative to steel palisade fencing e.g. for commercial and educational situations. Should be finished in colour coating rather than left galvanised.

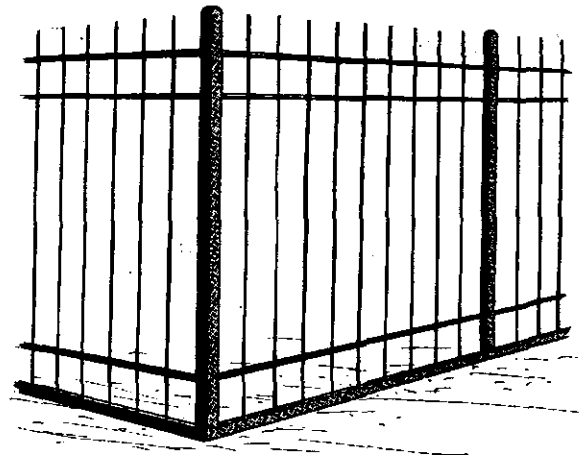


Fig. 17 Welded Mesh. A more attractive and stronger alternative to chain link fencing. Normally used with steel posts.

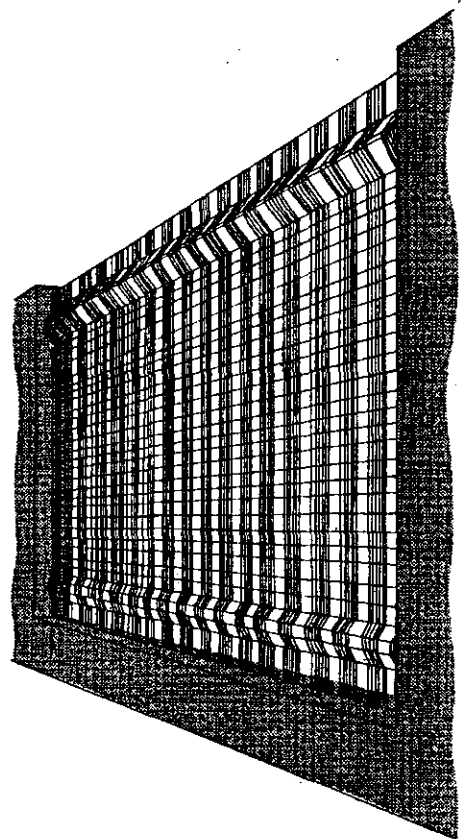
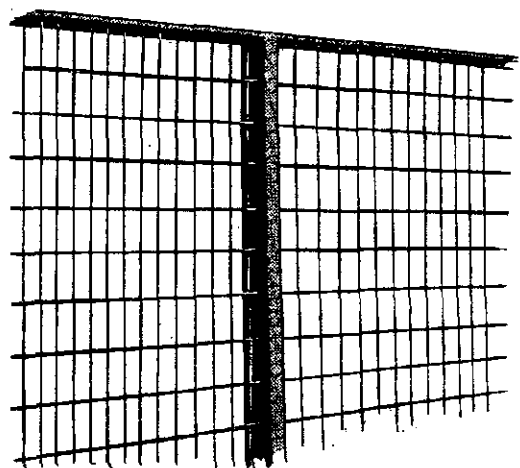


Fig. 18 Welded Bar. Has a polyester coated finish available in a variety of colours and is strong and attractive. Gives some screening for angular views but would allow some views of any planting behind.



5.4 Rural Areas

Open fence types (e.g. figs 19-21) are typical of rural areas. Solid high fencing is not normally appropriate. For a high enclosure, hedging would be most appropriate.

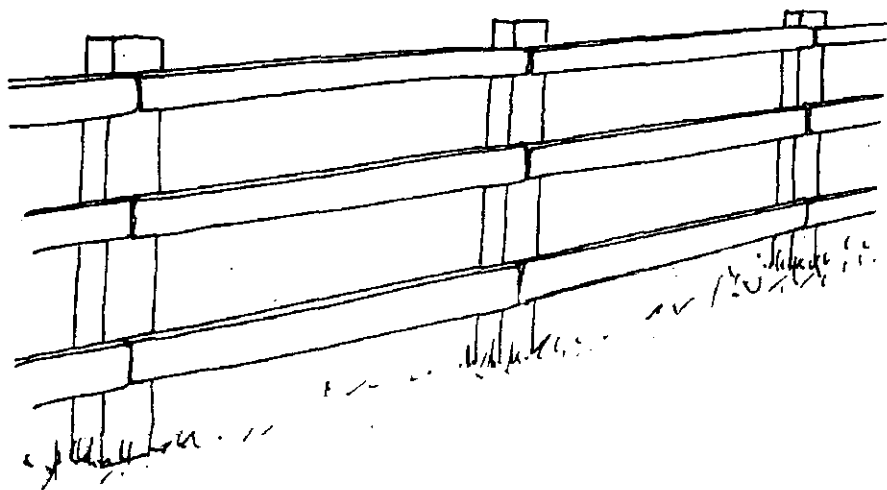


Fig. 19 Post and Rail

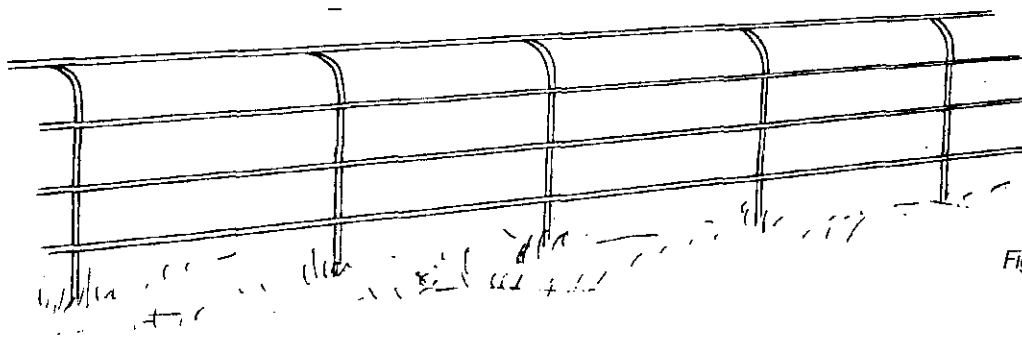


Fig. 20 Continuous Bar

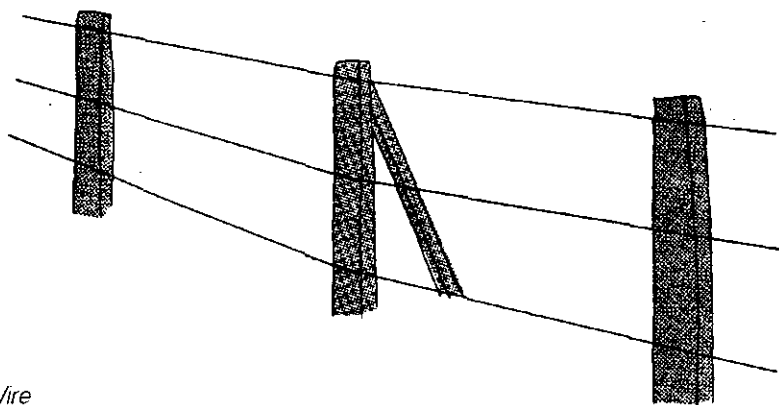


Fig. 21 Post and Wire

6 FENCING AND PLANTING

- 6.1** Fencing should not just be thought of in isolation but as part of an overall scheme for boundary treatment or treatment of the space around a building. In particular planting together with a fence can often provide a more effective combination than a fence on its own. Any proposed fencing or other boundary treatment should be included on landscaping schemes associated with planning applications.
- 6.2** It is preferable for fencing on main road frontages and other prominent situations to be set back behind planting (see Fig 22). The extent of such frontage planting may enable a more basic type of fence to be used in some cases.

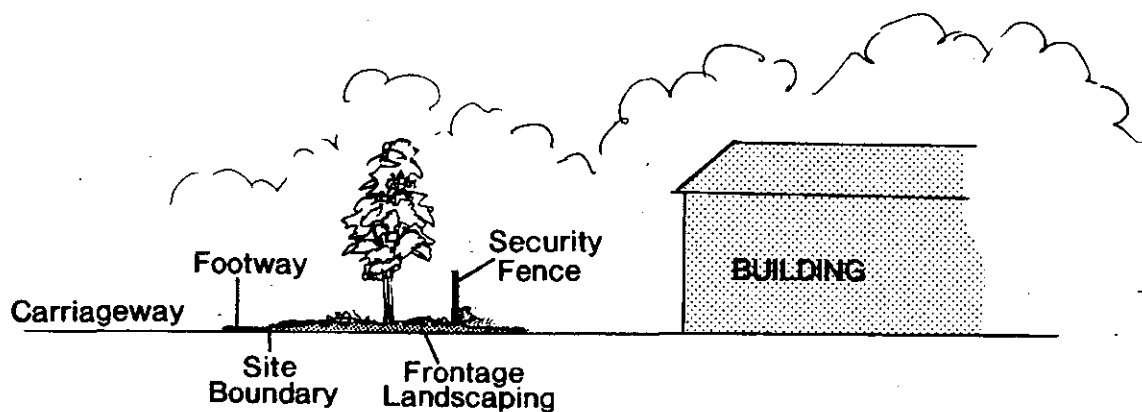


Fig. 22 Frontage Boundary Treatment (diagrammatic)

- 6.3** Hedging can provide an attractive means of enclosure which will often be visually appropriate where a tall fence would not. Combinations of a low wall with hedging above, or a fence with hedging above, are often used successfully. Hedges do not need planning permission, although occasionally conditions may be imposed on a planning permission to prevent their planting in a highway sight line. Appropriate types of thorny hedging (e.g. Berberis, Pyracantha, etc.) can help in the protection of property and can be an attractive alternative or addition to security fencing.
- 6.4** Where fences or walls are proposed near to existing trees, care needs to be taken not to damage the tree roots. If the fence or wall cannot be positioned further away, there may be construction methods which will avoid undue damage. Advice on this is given in British Standard BS5837 (1991).

7 COLOUR AND FINISH

- 7.1 The colour and finish of a fence needs to be considered as well as its basic type. For a fence open to public view the finish needs to be durable and attractive enough to look well for a number of years. For metal fences this will mean a painted or plastic coated finish.
- 7.2 For making a steel fence as inconspicuous as possible, black or some other very dark finish is usually the best colour. Green is often suggested but does not usually look well.
- 7.3 In industrial areas there may be occasions when bright colours are appropriate. This needs to be carefully considered as part of a scheme for the appearance of the whole premises or area.

8 HIGHWAY SAFETY

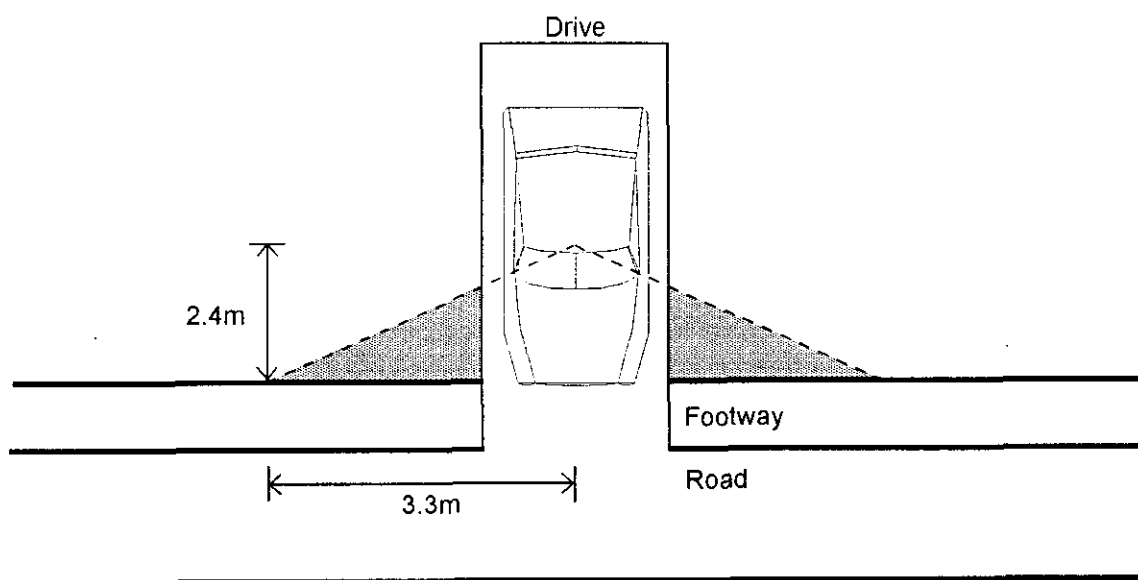
- 8.1 Fences on the corner of a road junction can obstruct the necessary sightlines for drivers using the junction. It is preferable in this situation for a fence to be kept to a maximum of 1 metre high or to be set back behind the sight line.
- 8.2 Fencing may also obstruct the necessary forward visibility along a road if the fence is over 1 metre high and is situated along the road frontage on the apex of a bend. Such fences should be avoided.
- 8.3 Fencing over 1 metre high close to private drives or accesses (including those on neighbouring land) may unduly restrict visibility for drivers using them. In the case of drives serving a single dwelling, a visibility splay where fencing should not be over 1m, as shown in Fig 23, should ideally be provided and retained. Other types of private access need to be assessed individually.
- 8.4 The above situations will be assessed on their individual merits having regard to what is reasonably achievable and the likely risks involved. The Council will have regard to current Government advice on visibility standards.
- 8.5 Any gates installed should not open outwards across the footway or any other part of a highway. In some locations gates should be recessed from the footway to allow a vehicle to stand clear of the highway whilst the gate is opened.
- 8.6 Advice on necessary sight lines and other highway safety issues in particular cases can be obtained from the Traffic and Transportation Division of the Council's Engineering and Planning Directorate (tel. ext 4391 or 4392).

Fig. 23 Desirable Visibility splays for individual private drives

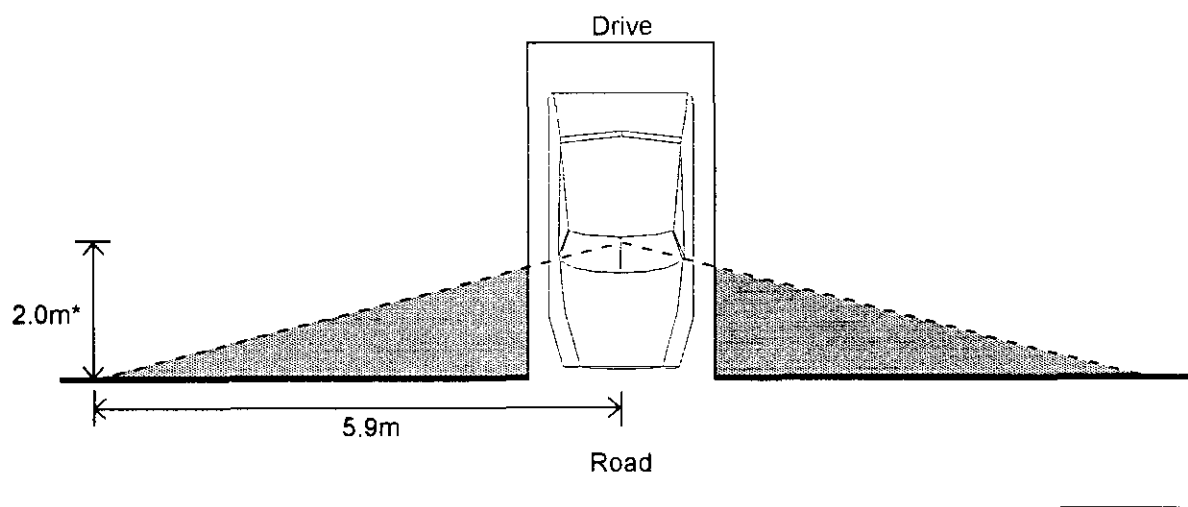
A At Edge of Footway

B At Edge of Carriageway without footway

A



B



* may need to be increased where the speed limit is more than 30mph.

The Town and Country Planning (General Permitted Development) Order 1995

EXTRACT

Permitted development

3.—(1) Subject to the provisions of this Order and regulations 60 to 63 of the Conservation (Natural Habitats, &c.) Regulations 1994(a) (general development orders), planning permission is hereby granted for the classes of development described as permitted development in Schedule 2.

(2) Any permission granted by paragraph (1) is subject to any relevant exception, limitation or condition specified in Schedule 2.

(3) References in the following provisions of this Order to permission granted by Schedule 2 or by any Part, Class or paragraph of that Schedule are references to the permission granted by this article in relation to development described in that Schedule or that provision of that Schedule.

(4) Nothing in this Order permits development contrary to any condition imposed by any planning permission granted or deemed to be granted under Part III of the Act otherwise than by this Order.

(5) The permission granted by Schedule 2 shall not apply if—

- (a) in the case of permission granted in connection with an existing building, the building operations involved in the construction of that building are unlawful;
- (b) in the case of permission granted in connection with an existing use, that use is unlawful.

(6) The permission granted by Schedule 2 shall not, except in relation to development permitted by Parts 9, 11, 13 or 30, authorise any development which requires or involves the formation, laying out or material widening of a means of access to an existing highway which is a trunk road or classified road, or creates an obstruction to the view of persons using any highway used by vehicular traffic, so as to be likely to cause danger to such persons.

SCHEDULE 2

PART 2

MINOR OPERATIONS

Class A

Permitted development

A. The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure.

Development not permitted

A.1 Development is not permitted by Class A if—

- (a) the height of any gate, fence, wall or means of enclosure erected or constructed adjacent to a highway used by vehicular traffic would, after the carrying out of the development, exceed one metre above ground level;
- (b) the height of any other gate, fence, wall or means of enclosure erected or constructed would exceed two metres above ground level;
- (c) the height of any gate, fence, wall or other means of enclosure maintained, improved or altered would, as a result of the development, exceed its former height or the height referred to in sub-paragraph (a) or (b) as the height appropriate to it if erected or constructed, whichever is the greater; or
- (d) it would involve development within the curtilage of, or to a gate, fence, wall or other means of enclosure surrounding, a listed building.

List of some properties with restrictive conditions concerning fencing

- **Green Courts, Green Walk, Bowdon**
- **Edgemoor (nos. 6 - 15) Park Rd, Bowdon**
- **Little Heath Lane (plots 2-9), School Lane, Dunham Massey**
- **White Moss Estate, Phases 2 and 4, Sinderland Rd, Altrincham**
 - *Barlow Road (353-377, 401-407 odd)*
 - *Drake Rd (2-38 even, 1-49 odd)*
 - *Mallard Green*
 - *Mandarin Green*
 - *Pochard Drive*
 - *Sheldrake Rd*
 - *Teal Close*
 - *Tern Close*
 - *Widgeon Rd (28-44 even, 27-37 odd)*
- **Land at Rossett Drive, Flixton**
 - *Rossett Drive*
 - *Esk Close*
 - *Lingmell Close*
 - *Skelwith Close*
- **Land off Irlam Rd, Flixton**
 - *Arundel Avenue*
 - *Caistor Close*
 - *Chelsea Rd (2-16 even)*
 - *Compton Close*
 - *Corfe Close*
 - *Dunster Drive*
 - *Irlam Rd (141-174 odd)*
 - *Kenilworth Rd (No. 16)*
 - *Powis Rd*

EXTRACT FROM TRAFFORD BOROUGH COUNCIL'S
DEPOSIT DRAFT UNITARY DEVELOPMENT PLAN

D1. All New Development

The Council will seek to ensure that all new developments are of a high standard of design and layout and will normally only grant planning permission for development proposals that do not conflict with other Policies or Proposals of this Plan, and :-

- (i) are compatible with the character of the surrounding area and do not prejudice the amenity of the occupiers of adjacent property by reason of overshadowing, overlooking, visual intrusion, noise and disturbance, odour or in any other way;
- (ii) do not suffer themselves from a poor level of amenity due to the nature of existing surrounding land uses;
- (iii) do not adversely affect the street scene by reason of scale, height, layout, elevational treatment or materials used;
- (iv) where appropriate, provide good quality hard and soft landscaping as an integral part of the development scheme, and retain existing landscape features such as trees;
- (v) do not generate so much traffic as to prejudice the free and safe movement of traffic on surrounding roads, or have an adverse effect on neighbouring uses;
- (vi) incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety and the amount of traffic likely to be generated by the proposed development;
- (vii) provide sufficient off street car parking, manoeuvring and operational space;
- (viii) where appropriate (in workplaces and buildings to which the public has access), provide suitable access for people with disabilities.

Justification

The Council wishes to ensure that the Borough's environment is protected and, where possible, improved and that also, where possible, all new development enhances the character of the area in which it is located.

The attractiveness of any development depends greatly on the appearance of the surrounding space. Good landscape schemes are therefore important for all new development. Existing valuable landscape features, such as walls and trees, should normally be retained as part of any proposed landscaping scheme.

Inadequate access/egress, vehicle manoeuvring and parking space provision can adversely affect the quality and attractiveness of a development and the amenity and environment of surrounding areas, and the safety and convenience of other highway users. Proper provision for vehicles requiring access to all new development sites is therefore desirable.