

sloping end to 33.25m plus sloping end, (iii) revisions to track layout at Central Beachlands terminus and enclosure of additional areas of land adjacent to north and east with modified fence design, and (iv) provision of three additional foot crossing points over railway opposite Alexandra Avenue, Webb Lane and Seagrove Avenue with associated signage (as amended by plans received 7/2/03)., PERM,14/03/2003
 APP/14/00627 - Construction of a new depot building (incorporating part of the existing car park) and alterations to track layout. PERM,24/10/2014
 APP/14/01186 - Discharge of conditions 5, 8 and 9 of Planning Permission APP/14/00627. PERM 25/03/2015.
 APP/15/00946 - Discharge of Condition No.6 and 7 of Planning Permission APP/14/00627., PERM,15/10/2015

3 Proposal

3.1 This application is made under S73 of the Town and Country Planning Acts and seeks to substitute a revised set of drawings for those approved under APP/14/00627 to reflect the 'as-built' form of the depot building approved. It also seeks to authorise the use of cream and middle chrome green as the livery for the external walls in lieu of the sapling green colour previously agreed under Discharge of Condition application APP/15/00946.

3.2 The overall siting and external layout of the development approved under APP/14/00627 is not proposed to be altered by this application; thus the footprint and scale of the depot building remains as previously approved, as does the related track and platform layout. Instead the changes relate to the detailed design of the elevations and internal layout of the building, which can be summarised as follows:

Overall: Eaves height raised from 3m to 3.6m; angled projecting sawtooth canopy in lieu of flat scalloped canopy over platform; removal of decorative barge boards and finials

North elevation: Revised door and window sizes and positions; use of timber shutters on windows

East elevation: Door and window proposed in lieu of two doors approved

South elevation: Smaller windows; no shutters

West elevation: Full width concertina style steel doors in lieu of smaller timber opening doors approved

Internal layout: Office and shop floorspace marginally reduced within the building

3.3 The application has been accompanied by a 13-signature petition from properties nearby the site advising there to be no objection to the revised colour scheme proposed.

4 Policy Considerations

National Planning Policy Framework 2012

Planning Practice Guidance 2014

Havant Borough Local Plan (Core Strategy) March 2011

CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough)

CS15 (Flood and Coastal Erosion)

CS16 (High Quality Design)
 CS17 (Concentration and Distribution of Development within the Urban Areas)
 CS20 (Transport and Access Strategy)
 CS3 (Skills and Employability)
 CS5 (Tourism)
 CS6 (Regeneration of the Borough)
 DM10 (Pollution)
 DM11 (Planning for More Sustainable Travel)
 DM8 (Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)

Havant Borough Design Guide SPD 2011

Havant Borough Townscape, Landscape and Seascape Character Assessment 2007

Hayling Seafront Masterplan

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Property Services Manager

No comments received

Landscape

(Via consultation meeting) No objections

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 8

Number of site notices: Two

Statutory advertisement: Not applicable.

Number of representations received: 1

Comment	Officer Comment
Sapling Green or Warm Buff are both inappropriate colours for this heavily tourist laden area.	<i>Sapling green has already been approved for use as part of the development; both it and a cream version of the building were displayed to members as part of the presentation when APP/14/00627 was</i>

I would like to see the documentary evidence that the EHLR have consulted with local residents, local businesses and tourists. I believe the council should press the applicant to see his evidence of the consultation and that there is broad agreement with his plan. This building has been an outrageous eyesore since conception and urgently requires remodelling to be more in keeping with the local area. If we really must have such a facility that contributes so much to the local tourist coffers (something I personally do not believe) then very least it requires painting in a colour sympathetic to the locale in that it should be painted in such a way it "disappears" into the fabric of the car park.	<i>considered by the Development Management Committee.</i> <i>The petition that the applicants refer to was not initially published to the website; it since has and revised publicity was undertaken.</i> <i>The overall siting and scale of the development is the same as was approved under APP/14/00627 - the scope of this application is to assess the detailed design changes proposed and the revised colour scheme only, which is addressed in Section 7.</i>
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7 **Planning Considerations**

7.1 This application is a S73 application seeking revisions to the external finishes and design, and internal layout of the railway depot development granted planning permission under APP/14/00627 which is nearing completion, and in part seek to authorise amendments to the approved design which have already been carried out on site. It will result in a fresh permission. Whilst the proposed revisions are relatively modest in overall terms, for the sake of comprehensiveness the planning considerations relevant at the time of approval of the earlier scheme are rehearsed below with relevant updates to reflect the nature of the revised scheme applied for and any change in policy/context for the development. With this in mind, and having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development;
- (ii) Effect on the character and appearance of the locality;
- (iii) Appropriateness of design;
- (iv) Effect on neighbouring properties;
- (v) Highway and parking implications;
- (vi) Environmental effects;
- (vii) Flood risk issues

(i) Principle of development

7.2 The principle of development of a railway depot building at this site has been authorised by the grant of APP/14/00627, and there have been no material changes to the policy context for the site to warrant a different position being taken today. The

application site in this case forms part of the eastern end of the public car park at Eastoke Corner, which continues to adjoin other tourist and community related facilities to the east such as the AdiZone multi-sports facility, the children's play area, the covered plaza area and public toilets. It can be seen therefore to closely relate to an existing cluster of tourism and recreation facilities within a clearly defined area for public use. The overall footprint and range of uses allowed for under the earlier permission are not proposed to be altered by this application, which instead relate to detailed design matters.

(ii) Impact upon the character and appearance of the area

- 7.3 The application site lies at the eastern extremity of Hayling's Sea Front road and adjoins one of the main car parking facilities for recreational users of the Beachlands area. Prior to the development the subject of this application, the site and local environment were already dominated by firstly car-borne traffic and parking, and secondly the existing railway track and station platform for the eastern terminus of the Hayling Seaside Railway route.
- 7.4 In this regard, when the original permission for APP/14/00627 was granted it was acknowledged that the proposal would occupy a site which is well related to adjacent development serving tourist and community needs, and with the rising land of the car park to the south up to the boardwalk already visually enclosing the area and forming a barrier to longer-distance views of the beach. The proximity of the development site to the Rails Lane local centre and other facilities on the northern side of the Sea Front road means that there was already a concentration of relatively dense urban development in the immediate locality which forms part of the context for the site, and which terminates views of the coastal plain when viewed from the west.
- 7.5 The proposal under APP/14/00627 to construct a depot building, with associated shop and waiting room, to a site immediately adjacent to the existing platform serving the railway was considered to offer the opportunity of adding visual interest to the area, and reinforce its existing function as a visitor destination in a manner which was appropriate in land use terms, given that the Eastoke Corner area already features visitor-related facilities (the public conveniences, plaza and performance area, play area and existing railway facility). It was acknowledged that the construction of the building would result in the loss of a notable area of open car parking, with the expanded and revised track layout also requiring further enclosure of land to the west and eroding the verge area to the north of the existing platform. Whilst it was inevitable that the previous sense of openness of the application site itself would be lost through the development proposals, this was not considered to be significant in wider landscape terms as the site did not occupy an important position in the coastal plain, instead lying at the eastern end of the Beachlands vista, close to the urban boundary with a variety of forms of built development already dominating views across the area, as well as the tourism and community facilities adjacent to the site itself.
- 7.6 The current application does not alter the siting or footprint of the approved development, and therefore its impact on the wider coastal and urban landscape is not considered materially different to the impact that would arise from implementation of the approved scheme in terms of its bulk and scale. With regard to the palette of materials proposed for the elevations, the previously agreed colour of Sapling Green (a soft pastel green) for the main timberwork and dark grey for the west elevation doors was arrived at in light of considerations that a more muted palette of materials might benefit the visual impact of the development. This has already been achieved for the roofscape through the use of a dark grey profile sheet ('Decra Plus' -

Athracite). The alternative use of cream for the main walls and middle chrome green for framework and west doors to the building is to an extent more vibrant than the approved colour scheme for the walls, and could be argued to make the building more visible in wider landscape views. This is, however, considered to be a marginal difference in impact, and it must be recognised that the use of vibrant colours is a common feature of other buildings in more natural parts of the coastal landscape of Hayling's Sea Front - particularly the beach huts and concession huts to the west. Light coloured weatherboarding is also a feature of many buildings in the immediate vicinity of Eastoke Corner.

- 7.7 Taken together, it is not considered that the amended designs significantly alter the impact of the development on the character and appearance of the area.

(iii) Appropriateness of design

- 7.8 The application site occupies a prominent position at the eastern end of the existing Eastoke Corner car park, with little natural screening to filter views of the proposal. As such the quality of design was a significant factor in the determination of the APP/14/00627 application, a matter which is reinforced by prevailing national planning policy and also Policy CS16 of the Local Plan and the Borough Design Guide. The latter, locally derived policy documents set out the need for new development to be, amongst other matters, respectful of its context, using the characteristics of the locality to help inform design and create distinctive, legible buildings of appropriate quality materials.
- 7.9 In the case of APP/14/00627 it was considered that the context for the development was formed not only by the open nature of the car park, but also by the existence of the existing railway route and platform and the character of the buildings surrounding Eastoke Corner.
- 7.10 Both as approved and as proposed, the new depot building is proposed to serve a number of different functions - the workshop facility itself which occupies the majority of the floorspace in the new building; but also a shop and office related to the Railway, and an internal waiting area for passengers. The building was therefore designed to address the existing platform and as such presents its principal elevation to the Sea Front road with an active frontage here - the revised proposals retain the north elevation as the principal frontage for passengers and visitors. This is considered appropriate to the context for the building whereby it lies opposite a number of other visitor and community related facilities on the north side of Sea Front.
- 7.11 The west elevation of the depot reflects the operational function of the building with opening doors giving access to the track layout beyond - with the extent of the openings increasing in this elevation, this philosophy is reinforced by the revised designs. The east elevation as approved had a simple appearance punctuated by access doors to the workshop and shop, with ramped access to the premises lying at this point also - the revised designs remove the ramped access (which is available to the building's north elevation instead) and replace a door with a window, neither of which are considered to be significant alterations.
- 7.12 The south elevation is another significant elevation as it faces directly across the car park with no functional requirement for openings to articulate the building. In order to address the risk of this potentially appearing a bland elevation the approved designs anticipated the introduction of both shuttered window detailing and murals on the south elevation - artwork appearing locally already in the AdiZone installation - as well

as a small belt of landscaping. The revised proposals reduce the size of the windows and remove the shutter details, and also do not make express reference to the murals or landscaping. However, mural designs and landscaping proposals have already been approved under discharge of condition permissions APP/14/01186 and APP/15/00946, and subject to a continued requirement for these by condition the revised south elevation would retain an appropriate level of visual interest.

- 7.13 In terms of the character, detailing and materials of the building, the Railway's clear intention has been to create a building in a traditional heritage railway style, albeit constructed of external materials that are more contemporary in nature and robust (reflecting the exposed seafront location of the building). At the time of the APP/14/00627 approval the applicants were proposing the use of PVC-u profile shiplap cladding for the external walls of the building - in principle non-timber shiplap cladding was considered in keeping with the context of the site as a number of buildings in the immediate vicinity of Eastoke Corner feature light coloured weatherboarding of a variety of materials and render. The roof was to be formed of tile effect sheeting to resemble traditional tiles - with some variety in roofing materials and tile cladding in the locality this was again considered an appropriate approach. Subsequently, in accordance with discharge of condition permission APP/15/00946 the main walls have reverted to a timber shiplap in a more traditional style; and the colour scheme proposed is explicitly seeking to emulate the traditional Southern Railway colour scheme. As acknowledged above, this does result in the building appearing marginally more visible, but this must be balanced by the more authentic nature of the scheme proposed.
- 7.14 In terms of detailing, the approved plans illustrated the use of decorative barge boards, finials and a scalloped canopy over the platform which were consistent with the heritage style seeking to be achieved. It is this element which has seen the greatest revision in the plans now proposed, in that the decorative barge boards are no longer proposed, nor the finials, and the overall detailing of the building is not as delicate as the originally approved plans proposed. However an angled sawtooth canopy is retained to add character to the northern platform elevation, and the new concertina doors to the west elevation add a railway aesthetic that was less evident in the original plans.
- 7.15 Taken together, whilst the revised plans for the depot building demonstrate some dilution of its detailed design quality, overall it is considered that the design will retain a suitably distinctive and appropriate character related to both the function of the building and the character of the locality.

(iv) Effect on neighbouring properties

- 7.16 As previously approved, the proposed depot will lie in excess of 40m from the nearest occupied properties and having regard to its intended function, it is not considered likely to result in any unacceptable impacts upon the amenity or outlook of these properties, or the enjoyment of those visitors using the recreational facilities nearby. Conditions limiting the scope of use of the building could be reimposed on any new permission to reflect those of APP/14/00627.

(v) Highway and parking implications

- 7.17 The Development Engineer raised no objections to the original application and consequently it was considered not to give rise to any issues of concern in terms of the operation of the highway network and highway safety - the revised proposals have

no materially different impact on these issues. A condition was previously imposed in light of the new arrivals/departures track layout formed to the north of the existing platform to ensure this was segregated from the adjacent footway in a similar manner to the track layout to the west of the depot building. The requirements of this condition have since been agreed and carried out and therefore there is no need to carry this forward to any revised permission.

(vi) Environmental effects

- 7.18 Notwithstanding its previously largely hard surfaced state, the application site forms part of the larger Beachlands East Site of Importance for Nature Conservation (SINC). As a result a Biodiversity Report was required to be submitted with the original application to identify any possible implications of the development for nature conservation interests.
- 7.19 The Report concluded that, other than the compacted car park surface, the application site otherwise largely supported species poor grassland of low ecological value, and that whilst some of this would be lost through the proposals its loss was not considered significant. It was also anticipated that there would be the potential for some areas between the tracks to be reinstated or recolonised after construction.
- 7.20 The Council's consultant ecologist, whilst broadly supportive of the analysis undertaken, nevertheless concluded that as the construction of the depot in particular would result in a net loss of land designated as a SINC there was a need for compensatory measures to address this loss. Such compensatory measures have since been carried out and have involved the setting aside of land elsewhere within the Beachlands area for recolonisation. In all other respects the proposed revisions to the approved plans have no material impact on ecological interests.

(vii) Flood risk issues

- 7.21 The application site lies within an identified Flood Zone 2, which affects a large area of land adjoining the open coast of Hayling Island. Notwithstanding this designation, Planning Practice Guidance 2014 confirms that development of the type proposed in this application (non-residential) is appropriate in such a location, and the Environment Agency raised no objection to the original application. The proposed revisions to the approved plans have no material impact on flood risk issues.

8 Conclusion

- 8.1 In approving the original permission under APP/14/00627, the Council concluded that the development of a new depot building for the Hayling Seaside Railway at Eastoke Corner was appropriate to the character and function of this part of the Beachlands area as a tourist/visitor destination hub, and that notwithstanding the objections raised by third parties at the time, the development would appear appropriate to the character of the area and be of a suitable design. The development was not considered to give rise to any unacceptable impacts to the amenities of nearby properties, ecological interests, or highway safety/parking provision issues, and was appropriate in terms of flood risk.
- 8.2 This revised application, in seeking to vary the approved elevations and colour scheme for the building, largely maintains the character of the building in the wider landscape and does not significantly impact the overall character and appearance of the area. Whilst the detailed design quality of the building has been diluted somewhat,

this of itself is not considered of sufficient weight to warrant the refusal of the application. No additional impacts arise in respect of the amenities of nearby properties, ecological interests, highway safety/parking provision issues, or flood risk. The application is therefore recommended for permission.

- 8.3 With regard to conditions, as the work the subject of this application is in part retrospective, there is no need for a time limit for the permission. Previous conditions imposed relating to ecology mitigation, levels, and fencing have now been secured and implemented so do not need to be reimposed. However, conditions remain required relating to the use of the building, materials, murals and landscaping to secure the matters previously imposed and/or agreed by condition which remain to be implemented.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/17/00488 subject to the following conditions:

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:

Proposed plan and elevations PP01/PE01,2,3,4 dated 02 05 2017

Reason: - To ensure provision of a satisfactory development.

- 2 Unless otherwise agreed in writing by the Local Planning Authority, this permission shall enure for the benefit of Hayling Seaside Railway only and shall not enure for the benefit of the land, and the use of the depot hereby permitted shall be discontinued on the date when Hayling Seaside Railway ceases to occupy the land.

Reason: In order to ensure that future uses of the building are appropriate to the site, and having due regard to Policies CS11, CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011.

- 3 Unless otherwise agreed in writing with the Local Planning Authority, the depot building hereby approved shall be used only for:

- (i) secure storage and protection for railway locomotives, carriages and rolling stock, together with all associated equipment;
- (ii) light maintenance work to trains and locomotives;
- (iii) office operations associated with Hayling Seaside Railway; and
- (iv) ancillary visitor and retail activities.

All heavy maintenance and engineering work shall be undertaken off site in a separate workshop.

Reason: To accord with the terms of the application submitted, and in order to ensure that the use of the building is appropriate to the site, and having due regard to Policies CS11, CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011.

- 4 Unless otherwise agreed in writing with the Local Planning Authority, the materials to be used in the construction of the depot building hereby permitted

shall comprise:

(i) Walls - new tongue and groove external timber cladding with groove facing outwards, painted 'Cream/Warm Buff' with framework painted 'Middle Chrome Green'.

(ii) Fascia boards and canopies - board end moulding in exterior marine ply cut to design shown on approved plans.

(iii) Rail access external doors - painted 'Middle Chrome Green'.

(iv) Roof - Decra Plus roofing tile - colour 'Anthracite' or 'Charcoal Grey'.

Reason: To ensure the appearance of the development is satisfactory and having due regard to Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 5 Prior to the completion of the depot building, murals shall be installed on its south elevation in accordance with the details approved under Discharge of Condition permission APP/15/00946 dated 15 October 2015. Thereafter the approved murals shall be retained on the depot building unless an alternative design has been agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenities of the locality and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 6 Within the first planting season following the date of this permission the soft landscaping scheme approved under Discharge of Condition permission APP/14/01186 dated 25 March 2015 shall be completed in full. Any tree or shrub planted or retained as part of such approved landscaping scheme which dies or is otherwise removed within the first 5 years shall be replaced with another of the same species and size in the same position during the first available planting season.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.