

Proposal for a temporary overflow car park at Storey Gardens, Staunton Country Park, Havant

Supporting statement incorporating planning, heritage and transport considerations

Hampshire County Council | January 2016

Supporting statement

Incorporating the planning, heritage and transport assessment

This supporting statement has been prepared to support a Regulation 3 application for a temporary overflow car park at Storey Gardens, Staunton Country Park, Middle Park Way, Havant. The site is located in the administrative boundaries of Havant Borough Council, and will be assessed against policies contained in the Havant Borough Core Strategy and other relevant local policy and guidance.

The scope of this statement is to address planning, heritage, ecology and transport considerations to support the application. The structure is as follows:

1. Introduction
 - Context
 - Site description
 - Designations
 - Description of the proposal
2. Planning context
 - Planning policy
 - Relevant planning history
3. Assessment of the proposed change of use
 - Planning assessment
 - Heritage assessment
 - Traffic, movement and parking assessment
4. Conclusion

Appendices

- Appendix 1: Emerging transport strategy
- Appendix 2: Planning policy assessment
- Appendix 3: Biodiversity Checklist
- Appendix 4: Ecology report
- Appendix 5: Listed building and registered park description
- Appendix 6: Input from County Highways
- Appendix 7: Traffic counts

Introduction

Context

Staunton Country Park is an historic parkland to the north of Havant, located between the Leigh Park estate and the Petersfield Road. The country park comprises a parkland estate, which includes a lake and number of historic follies to the north, and a farm attraction to the south; these are separated by Middle Park Way (see Figure 1). The main car park for the country park is located next to the farm area (in the admissions zone) to the south of Middle Park Way, and provides 200 car parking spaces for visitors.

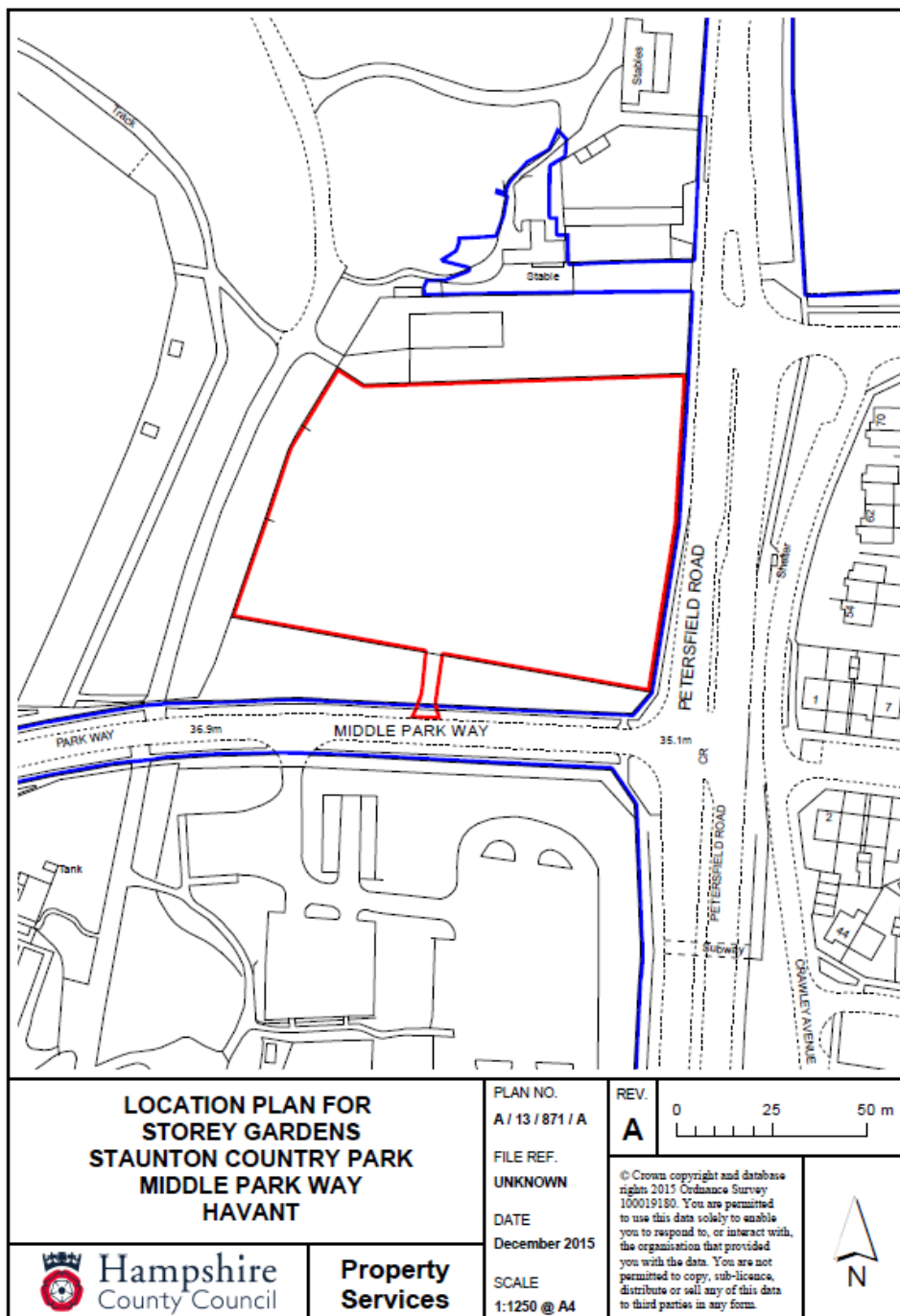


Figure 1: Location plan of the site

Over recent years, Staunton Country Park has seen significant increases in visitor numbers, attracting approximately 167,000 people each year – these visitors include local residents, schools and clubs, as well as tourists and visitors from the wider area.

Staunton Country Park actively encourages visitors to travel by foot, bicycle or public transport; however the main car park is often at full capacity. The main car park cannot be extended any further because the area to the south of Middle Park Way is heavily constrained by its size, trees, listed buildings and highway infrastructure, and development would be likely to impact on these features or prejudice the operations of the farm attraction.

In order to accommodate the additional visitor numbers, the site, known as Storey Gardens, has been used to provide temporary overflow car parking for the past ten years. Storey Gardens is currently used for grazing and located to the north of Middle Park Way. It has been an ideal location for overflow car park as it is within 35 metres of the main car park and 220 metres from the main entrance to the admission zone, and has strong connections with footpaths leading to the surrounding historic parkland. The use of Storey Gardens as an overflow car park has been for less than 28 days a year, thereby considered permitted development under Part 4 Class B of the Town and Country Planning (General Permitted Development) (England) Order 2015.

Staunton Country Park has aspirations to build upon its successes over recent years and transform the park to widen its appeal and offer. An important component of this is a parking strategy, which is being produced in consultation with Havant Borough Council. The emerging car parking strategy (Appendix 1) proposes to relocate the main car park to a site at Beacon Nursery in the northern part of the parkland – this would provide between 350-400 car parking spaces, thereby accommodating the need for additional parking, whilst encouraging visitors to explore the wider parkland as well as the farm attraction. The existing car park to the south of Middle Park Way would be for the sole use of disabled visitors, coaches and mini-buses. This would in turn create opportunities to strengthen the farm attraction, allowing some expansion into what is currently the main car park. Implementing the car parking strategy would therefore be critical to unlocking the potential of the country park.

In the short-term however, given the timescales necessary to find funding and construct the permanent new car park, there is a need to temporarily address the need for additional parking. The increasing visitor numbers has resulted in an immediate need for parking. Due to the restrictions on using the car park for no more than 28 days, the overflow car park is often closed, resulting in visitors illegally parking on verges along Middle Park Way. This results in localised congestion with visitors searching for alternative spaces to park, as well as potential safety issues resulting from ad hoc parking across pavements.

This application therefore seeks to use Storey Gardens as an overflow car park, providing up to 200 car parking spaces over a temporary period of up to five years.

The temporary use of Storey Gardens as an overflow would therefore provide a short-term solution to the parking problems at the country park prior to the wider parking strategy being implemented. Once the replacement car park is operational, then Storey Gardens would revert to grazing land once again.

Site description

The site at Storey Gardens comprises a walled area of open space, with Middle Park Way to the south and Petersfield Road to the east. To the north and west lies the historic parkland of Staunton Country Park. Originally enclosed in the 1860s as an orchard, the site is currently grassed and used for grazing land when not used as an overflow car park. The site gently rises to the north. A metal-framed agricultural open barn is located immediately to the north of the site, beyond which lies Stable Cottage, a Grade II listed building.

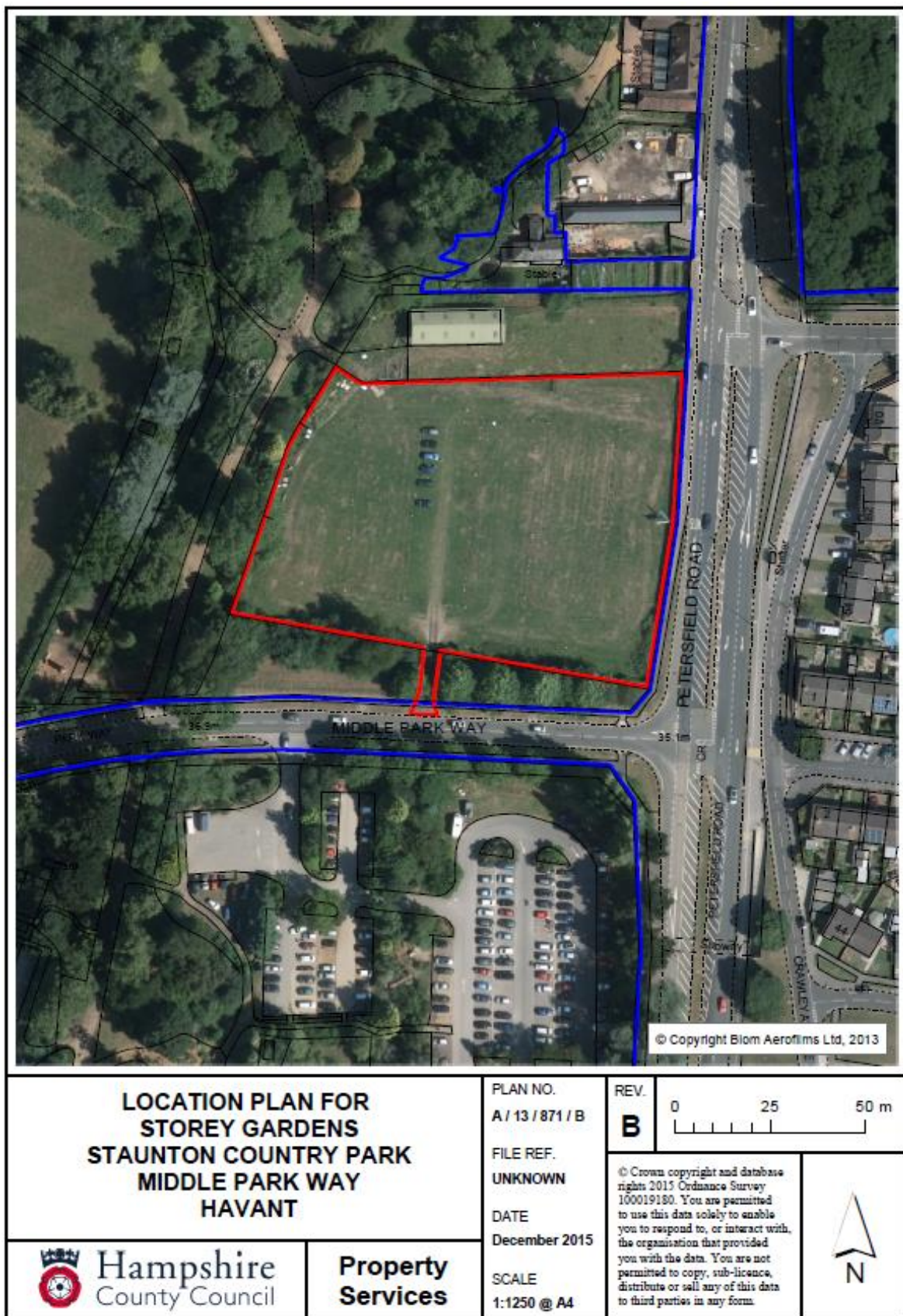


Figure 2: Aerial photograph of the site

Designations

The site has a number of landscape, ecological and heritage designations, many of which cover the wider country park. These include the following:

- Site and surrounding parkland forms part of the Leigh Park (Staunton Country Park) Registered Park and Garden (Grade II*);
- Site and surrounding parkland forms part of the Sir George Staunton Conservation Area;
- The walls enclosing Storey Gardens are considered to be curtilage listed by association with the numerous listed buildings located within the parkland (see below).
- SSSI Impact Risk Zone as it is 3.7km north of Chichester Harbour Site of Special Scientific Interest (SSSI);
- Most of the site forms part of the wider Woodpasture and Parkland Biodiversity Action Plan (BAP) Priority Area covering most of the country park;
- Forms part of Landscape Character Area 20 Staunton Country Park in the Havant Borough Landscape Character Assessment; and

The area adjacent to the site also has the following designations:

- Priority Habitat Inventory (England) for Deciduous Woodland;
- National Inventory of Woodland and Trees (England)
- Sites of Importance for Nature Conservation (SINC) including High Lawn to the west of the site, and Wakefords Copse to the north east.
- Much of the area to the south of Middle Park Way is designated as local green space as defined in the Local Plan (Allocations) document.
- A number of listed buildings, including Stable Cottage (Grade II) and the associated Stable Block (Grade II) approximately 30 metres and 70 metres to the north of the site respectively. The wider country park also contains a number of listed buildings including the Chinese Footbridge to the Island (Grade II); The Terrace (Grade II); The Staunton Memorial (Shell House, Grade II*); Pathway to South of Staunton Memorial (Grade II); The Beacon; The Walled Garden (Grade II); Gothick Library (Grade II); Regency Farmhouse (Grade II); Barn and Cowshed (Grade II) and Cartshed (ferme ornee, Grade II).



Photograph from Middle Park Way looking northwards through the gate into Storey Gardens, with Stable Cottage beyond.



Photograph from gate looking northwards to the open barn and Stable Cottage.



Photograph from entrance to Storey Gardens looking along Middle Park Way towards Petersfield Road. Storey Gardens is to the left.



Photograph standing near entrance within Storey Gardens looking towards the west, showing walled garden along the southern and western boundary.

Description of the proposal

The proposed change of use would not result in any physical alterations to the site because the site is already fit-for-purpose and operates successfully. Storey Gardens has a gate with height restriction on the southern wall, providing access for pedestrians and vehicles from Middle Park Way. The existing access has good sightlines, meeting the required visibility splays. There is an existing dropped kerb for cars accessing Storey Gardens, and the entrance area has been laid with plastic mesh matting that protects the areas of most frequent use from wear and tear, yet still allows grass to grow.

The car park itself provides up to 200 car parking spaces. The cars are arranged in north-south aisles, which are set away from the walls providing a landscape margin. The bays are marked by timber posts linked by string/rope.

The car park would be opened for visitor use on days with high visitor numbers, for example, during bank holidays, weekends, school holidays or for special events being held at the country park. It is estimated that the car park would be opened around 100-150 days a year, which would largely be weather-dependent.

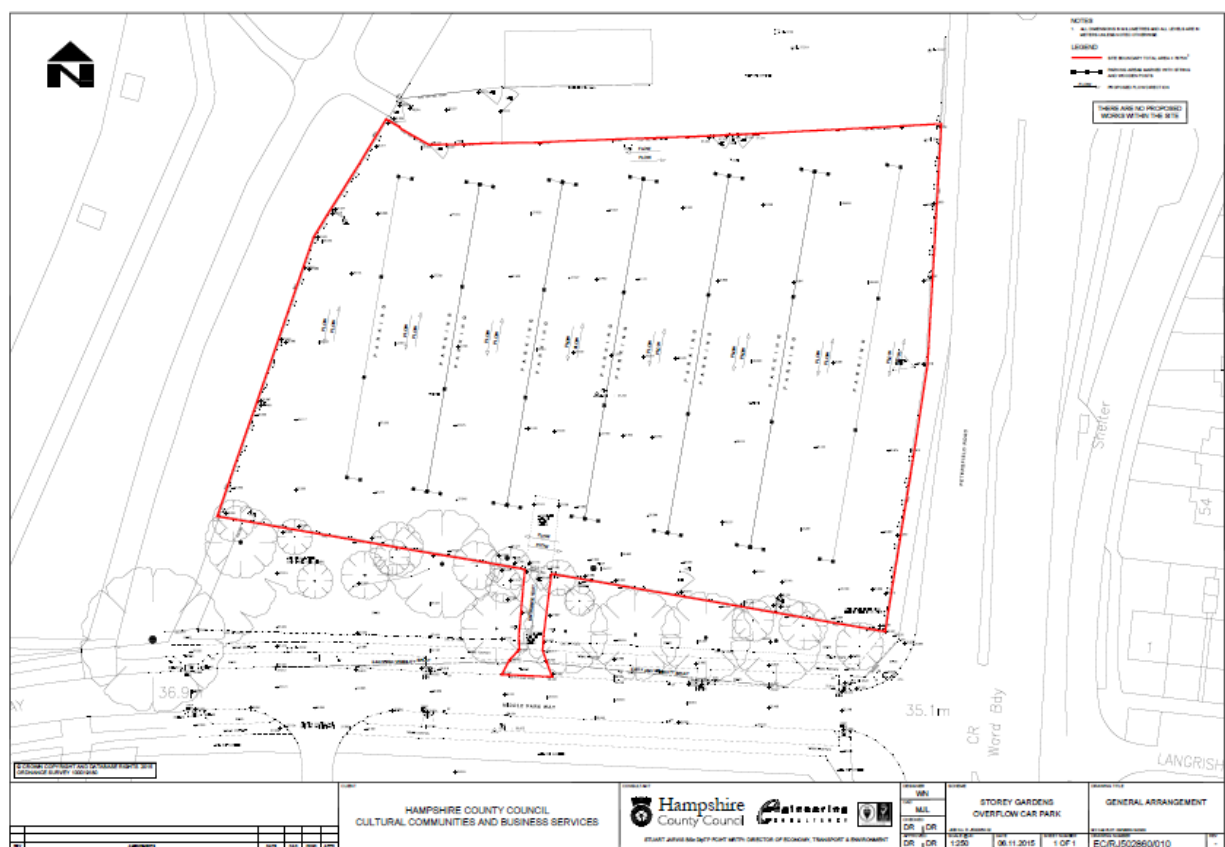


Figure 2: Plan showing existing arrangement of the overflow car park.

Planning context

Planning policy

National planning policy context

The planning application has been prepared with due consideration towards the policies and guidance set out in the National Planning Policy Framework (2012) and the Planning Practice Guidance (introduced 2014).

Local planning policy context

This application has been submitted to County Planning as a Regulation 3 planning application; the planning application will be assessed against the policy criteria contained in the Havant Borough Core Strategy, the Havant Borough Local Plan (Allocations) and other relevant supplementary planning documents (SPDs); these are set out in Appendix 2. A summary of the relevant policies and documents is as follows:

- **Location of development:** Development to be concentrated in urban areas, development beyond must be consistent with national policy regarding the countryside and meet an overriding public need for community or recreation that cannot be accommodated elsewhere in the Borough (Policy CS17 Concentration and Distribution of Development within the Urban Areas of Core Strategy and Policy AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements of the Allocations Local Plan);
- **Design:** Design appropriate to the local context, meeting the needs of all users (Policy CS16 High Quality Design of the Core Strategy).
- **Landscape:** Consider landscape character assessments, and protect areas of landscape interest and local distinctiveness (Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough Council of Core Strategy, Policy CS16 High Quality Design of Core Strategy, Policy DM8 Conservation, Protection and Enhancement of Existing Natural Features of Core Strategy);
- **Open space and green infrastructure:** Improvement and protection of existing open space (Policy CS1 Health and Wellbeing, Policy CS13 Green Infrastructure, Policy DM1 Recreation and Open Space of Core Strategy - site lies beyond designated Local Green Space in Staunton Country Park, as set out in Policy AL8 of the Allocations Local Plan)
- **Ecology and nature conservation:** Protect areas of landscape interest including wildlife habitats and corridors (Policy CS11 Protecting and Enhancing the Special Environment and Heritage, and Policy DM8 Conservation, Protection and Enhancement of Existing Natural Features of Core Strategy)
- **Historic environment:** Protect and enhance heritage assets (Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough Council of Core Strategy, Policy CS16 High Quality Design of Core Strategy, and Sir George Staunton Conservation Area Character Appraisal (2008);
- **Leisure and tourism:** Safeguard and improve existing cultural attractions and tourist facilities (Policy CS1 Health and Wellbeing of Core Strategy and Policy CS5 Tourism of Core Strategy);
- **Travel and transport:** Effective use of existing infrastructure accessible by a range of transport modes, no increase in congestion in new development, safeguard safe and efficient operation of road network, and mitigate impact of traffic (Policy CS19 Effective Provision of Infrastructure, Policy CS20 Transport and Access Strategy, Policy DM11 Planning for More Sustainable Travel, and Policy DM12 Mitigating the Impacts of Travel of Core Strategy);
- **Parking:** Safe and efficient operation of road network, with new development providing parking for cars in appropriate locations and in accordance with relevant standard (Policy CS20 Transport and

Access Strategy and Policy DM14 Car and Cycle Parking on Development of Core Strategy, Adopted Parking Standards and the Draft Parking SPD);

- **Amenity:** Protect neighbour amenity, including potential impacts of noise and odour (Policy CS16 High Quality Design and DM10 Pollution of Core Strategy);
- **Flooding:** Ensure there is no net increase in surface water run-off in new development (Policy CS15 Flood and Coastal Erosion Risk of Core Strategy);

Of particular note, the Havant Borough Core Strategy recognises the importance of Staunton Country Park as 'a significant asset for Leigh Park', the large post-war estate neighbouring the country park.

Relevant planning history

The planning history of the site over the past decade is set out below. All proposals relate to operational development and/or enhancing the offer at the country park, however no proposals specifically relate to Storey Gardens.

- Regulation 3 application for the provision of a lambing shed as a visitor attraction (Havant Borough Council ref: APP/13/00364).
- Regulation 3 application for the conversion of an existing concrete block into a covered hay store (Havant Borough Council ref: APP/12/00685).
- Regulation 3 application for continued siting for a temporary modular building on site for a further four years (Havant Borough Council ref: APP/12/00520).
- Regulation 3 application for addition of metal railings to the parapet of The Terrace, and adjoining landscape modifications to improve visitor access (Havant Borough Council ref: APP/12/00302).
- Regulation 3 application for a retrospective application to demolish existing glasshouses and proposed construction of two 6m x 20m long polytunnel greenhouses (Havant Borough Council ref: APP/10/0070).
- Regulation 3 application for the provision of 1 no. double classroom, temporary modular building unit until August 2012, to provide teaching space positioned on the same footprint of an unsafe building demolished approximately 9 months previously (Havant Borough Council ref: 09/50300/031).

There have also been a number of applications for tree works within the country park.

Assessment of the proposed temporary change of use

This section assesses the impact of the proposed temporary overflow car park, and is structured as follows:

1. Planning assessment
2. Heritage assessment
3. Traffic, movement and parking assessment

Planning assessment

Location and use

The temporary overflow car park would be located beyond the urban area, in an undeveloped gap between settlements. Development in these areas is generally resisted unless it relates to a public use (e.g. for community or recreation) that cannot be located elsewhere. The proposed temporary overflow car park is serving a country park (a recreational facility), and would comprise operational development to provide additional parking and to resolve parking issues in the local area. There would be no physical alterations to the area, and it would only be required for a temporary period. This supports improvements to existing cultural attractions and tourist facilities as set out in Policy CS1 Health and Wellbeing and Policy CS5 Tourism of the Core Strategy, as well as the requirements of Policy CS17 Concentration and Distribution of Development within the Urban Areas of Core Strategy, and Policy AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements of the Allocations Local Plan).

Design

The proposed temporary overflow car park would not result in any physical changes being made to the site, as the existing access and car parking layout have proven to work. The existing access arrangements are considered sufficient to meet the additional use of the site (see traffic, movement and parking assessment), and includes plastic mesh matting that allows grass growth whilst providing ground protection. The car parking is arranged in aisles aligned north-south, with timber posts and string defining the parking bays. The posts, string and plastic matting have very little bearing on the local character and historic importance of the country park (see Heritage Assessment). The site can be reverted to grazing land once the car parking strategy for the country park has been implemented – this can be achieved with ease by removing the posts. Parking for disabled users will remain close to the main entrance to the admission zone of the country park; the use of these will be monitored to ensure sufficient provision is provided in this location.

The proposal is therefore considered to meet the requirements of Policy CS16 High Quality Design of the Core Strategy.

Landscape

The site is located in Landscape Character Area 20 Staunton Country Park. The landscape character assessment identifies that this area has a medium to high landscape sensitivity, with key characteristics of the important parkland including tree belts, well-preserved landscape of fields and woodland, and buildings (many of which are listed) having strong ties to the open land.

The landscape interest of Storey Gardens is considered to be the wall enclosing the site, and the trees beyond the site contributing to the backdrop of the site. The wall and trees minimises the visual intrusion of any cars upon the wider landscape.

The quality of the space within the walls is not considered to be of particular interest beyond its role as forming part of the parkland estate. The temporary use of the gardens as an overflow car park is not considered to harm the landscape character or interest, and is therefore considered to meet the requirements of Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough Council,

Policy CS16 High Quality Design, and Policy DM8 Conservation, Protection and Enhancement of Existing Natural Features of the Core Strategy.

Open space and green infrastructure

The proposed temporary overflow car park proposes no physical changes and therefore there is no loss of green space. When the permission expires, the site will be reverted to use as grazing land. The development is therefore considered to comply with Policy CS13 Green Infrastructure and Policy DM1 Recreation and Open Space of the Core Strategy.

Ecology

This application is supported by a completed Biodiversity Checklist form, as required for validation by Hampshire County Council (see Appendix 4). The Biodiversity Checklist identifies that there are not considered to be any significant impact upon ecology and habitats.

The site forms part of a Woodpasture and Parkland BAP Priority Habitat, and is adjacent to a number of SINCs and priority habitats; any changes must therefore consider the potential impact of any change on these areas of potential for nature conservation and potential wildlife and habitats. Given these sensitivities, a baseline ecology survey was commissioned to assess the ecological impact of the proposed overflow car park (see Appendix 5).

The report concluded that there would be no direct or indirect impacts to any designated sites. The main habitats that would be affected are the species-poor semi-improved grassland on the site, which is prevalent in the local area and not considered to be of significant ecological value. No ecological enhancements are required as part of the proposal, but it was recommended that an area of un-mown or infrequently-mown grass buffer was retained along the interior edge of the car park to allow the development of a habitat of ecological value. These margins are being retained as part of the proposal.

The development is therefore considered to have no impact upon ecology, and therefore meets the requirements of Policy CS11 Protecting and Enhancing the Special Environment and Heritage and Policy DM8 Conservation, Protection and Enhancement of Existing Natural Features of the Core Strategy.

Amenity of neighbouring users

The proposed temporary overflow car park is not considered to have a harmful impact upon local amenity. The site is set well-back from any residential properties; the only exception being Stable Cottage to the north of the site. Stable Cottage is approximately 30 metres from the edge of the car park, and this is considered sufficient to prevent any loss of amenity. There have been no previous issues raised with the operations of the overflow car park. There is therefore considered to be no harm to residential amenity, and the proposal is considered to comply with the requirements of Policy CS16 High Quality Design and DM10 Pollution of the Core Strategy.

Flooding and drainage

The site is located in Flood Zone 1, where there is a low probability of flooding. The site is less than a hectare in size, and a flood risk assessment is therefore not required.

The site is currently a self-draining green space. The overflow car park is not proposing any new hard standing or change in the permeability of the site, and there would be no change to the drainage of the site. There would not be a net increase in surface run-off, and the development is considered to meet the requirements of Policy CS15 Flood and Coastal Erosion Risk of Core Strategy).

Heritage assessment

Archaeology

The site has no known archaeological interest, and therefore low potential for archaeological remains. The proposed change of use would not result in any physical changes or excavation works. The County Archaeologist has been involved in the preparation of the application, and it was considered that the proposal would not harm any potential archaeology beneath the ground.

Impact upon the listed buildings

The temporary overflow car park is situated within the walls enclosing Storey Gardens; these are considered to be curtilage listed as part of the buildings and structures forming part of the wider estate. However, no alterations are being proposed to the walls, and listed building consent is not deemed necessary for this proposal. The parked cars would be set away from the walls, and are not considered to harm the significance of the walls.

Most of the listed buildings within the estate are located within the parkland setting or form part of the farm attraction to the south of Middle Park Way, and so there would be no intervisibility with the proposal. The exceptions are Stable Cottage and Stable Block, both grade II listed buildings to the north of the site.



View of Stable Cottage and Stable Block from Storey Gardens

Stable Cottage is an early nineteenth century house with later nineteenth century additions, and constructed from flint and brick with a slate roof. The symmetrical front façade (south) is the principal elevation, and faces onto Storey Gardens, albeit set back at a distance of 30 metres. Beyond this is Stable Block, a red-brick coach house built in the late nineteenth century, which is located approximately 70 metres to the north of the site. The shared boundary between Stable Cottage and the site comprises part of the listed wall and a number of mature shrubs and small trees. The land between the shared boundary and the site forms part of Storey

Gardens, but lies beyond the site boundary for the overflow car park. This land is used for grazing, and a metal framed open barn is located to the southwest of Stable Cottage.

The proposed temporary overflow car park is not considered to harm the significance and setting of the listed buildings. Although there is some intervisibility between the site and the listed buildings, there is a minimum buffer of 30 metres, ensuring that the historic buildings and car parks are physically, visually and functionally separated. No physical changes are being proposed, and the poles and rope used to mark out the parking bays have very limited impact upon the visual appearance of the site. This reduces any impact there is on the setting of the listed building. In addition to this, when the consent elapses, the site will continue to be used for grazing. There is therefore considered to be no harm to the significance or setting to the listed buildings.

Impact upon the registered parkland and conservation area

Leigh Park (Staunton Country Park) is on the Register of Historic Parks and Gardens by Historic England, has is Grade II*, which is considered to be of more than special interest. As a result, both Historic England the Garden History Society must be consulted on proposed development by the local planning authority. The list entry description sets out the historic development and a description of the parkland (see Appendix 5), and includes a reference to Storey Gardens as part of the description of the gardens and pleasure grounds.

The site also forms part of the Sir George Staunton Conservation Area. The character appraisal of the conservation area (2008) sets out a description of the conservation area; a character assessment and a statement of significance. The appraisal recognises the role of the Storey Gardens walls in framing the view along Middle Park Way, with trees and hedges creating an impression of an avenue. It also recognises Storey Gardens as a 'building of local interest' and as a 'special feature'. The appraisal identifies that the restoration of the walls along the western boundary of Storey Gardens would positively enhance the conservation area.

The walls that are considered in the conservation area appraisal to be of particular interest are to be retained, and there will be no physical changes to the environment. The temporary overflow car park benefits from the screening provided by the walls, and helps obscure any views of the car park from the wider parkland. The temporary use of Storey Gardens as an overflow car park is therefore not considered to harm the significance and special qualities of the registered parkland and conservation area.

It is therefore considered that the proposal would meet the requirements of Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough Council of Core Strategy, Policy CS16 High Quality Design of the Core Strategy.

Traffic, movement and parking assessment

The Local Highway Authority did not consider that a full Transport Statement would be necessary to support this application (see Appendix 6). This section provides a high level assessment of the potential impact of the temporary overflow car park on traffic and movement.

Location

Storey Gardens is considered to be an appropriate location for an overflow car park. The overflow car park is located close to the main car park serving the admission area of the country park, which ensures that the overflow car park is easily located and accessed when the main car park is at capacity. There is a direct route from Storey Gardens to the admission zone area, and there is good visibility along Middle Park Way. The location of the overflow car park also has strong connections to the wider country park area, with good footpath linkages to the surrounding parkland.

Impact on the local highway network

At present, when the overflow car park is not in use and the main car park is at capacity, visitors are forced to find alternative parking, often in inappropriate locations such as on the wide verges along Middle Park Way.

Vehicles manoeuvring to park in areas away from the double yellow line restriction along Middle Park Way create localised congestion, as well as potential safety issues for pedestrians from impeded footpaths.

Over the past ten years, the car park has helped alleviate local traffic issues and has operated efficiently when it has been open. A temporary directional sign to the car park allows visitors to access the overflow car park quickly and safely. The car park is often manned to minimise any impact on the network. The overflow car park ensures that visitors can park in a safe and appropriate location, away from the local highway network.

The frequency of vehicles using Storey Gardens is shown in Appendix 7, which includes the results from a traffic survey undertaken in August 2015, which was during peak visiting times over the school summer holidays. The survey includes:

- Survey 184 which shows traffic between Petersfield Road and Middle Park Way;
- Survey 185 identifies whether the traffic recorded in 184 is through traffic or Staunton Park traffic; and
- Survey 186 that recorded the number of cars entering and exiting the overflow car park at Storey Garden.

The survey includes discrepancies associated with the number of cars going in and out of Storey Gardens – this is likely to be caused by slow moving traffic being missed by the recording devices used for the survey. Nonetheless, they are useful in providing a picture of how Storey Gardens is used.

The overflow car park is clearly busier during the weekend (Friday and Saturday) when the weather is pleasant. Up to 123 cars used the overflow car park on Saturday 22 August when the temperature rose to 27 degrees. It is likely that the car park will be used in favourable weather during the summer months and during summer holidays.

The overflow is considered to currently operate in a safe and effective way, and increasing its frequency of use would help reduce localised congestion associated with visitors searching for available spaces and parking in inappropriate and potentially unsafe locations.

Access

The existing access arrangements into Storey Gardens have proved to be successful. The access has a dropped kerb and good sightlines along Middle Park, meeting the required visibility splays.

Vehicles enter Storey Gardens via a single-width access through a gate with a height restriction barrier. The gate into Storey Gardens is set back from the highway by approximately 15 metres, which reduces the likelihood of vehicles backing onto the highway.

Pedestrians access Storey Gardens using the same entrance as the cars. There is sufficient space to allow both a car and a pedestrian to pass through the gate at the same time. The restricted width of the gateway reduces vehicle speeds, ensuring cars proceed with appropriate levels of caution and safety. There have been no known pedestrian/vehicle conflicts in the ten years the temporary overflow car park has been operational, and a Safety Engineer has confirmed that there are no concerns.

Layout and design

The car parking is arranged in seven aisles running north-south through the site, providing up to 200 additional car parking spaces. There is a minimum of six metres between the aisles to allow cars to safely manoeuvre. This arrangement successfully makes efficient use of the site whilst ensuring that it is safely operational.

Plastic mesh matting has been placed on the ground by the access and entrance into Storey Gardens, which helps protect the ground from wear and tear. The mesh allows the grass to grow through, minimising the visual appearance of the matting. This is considered an appropriate response to provide sufficient protection

given the temporary nature of the car park. Any major change with a more significant extent of surfacing would result in difficulties reverting the site back to grazing land.

Management

The site will be regularly inspected and monitored by the park rangers at Staunton Country Park. They will ensure that the site is appropriately managed and maintained. The grass will be mown in the summer, and will likely to be grazed during off-peak visiting times. The overflow car park would close in adverse weather conditions, when there are unlikely to be high visitor numbers to manage. The car park would also remain closed over winter months, which will give the site sufficient time to recover ahead of the next peak season. Any localised issues would be appropriately dealt with by the Rangers. It is considered that this management is most appropriate given the temporary nature of the car park.

Conclusion

Staunton Country Park has aspirations to strengthen the offer of the park, and the emerging car parking strategy is essential in unlocking the park's full potential. However, the rising visitor numbers require an intermediate short-term solution, and the use of Storey Gardens as a temporary overflow car park would help alleviate the issues associated with limited on-site parking.

The site is currently used as an overflow car park for up to 28 days a year, but planning permission is required to extend this use over a longer period over the year. The proposed temporary overflow car park provides 200 car parking spaces during peak visiting times, and allowing it to open during peak visiting times will provide a short-term solution to the parking problems. The development is considered to be appropriate in its location, and meets the planning policy requirements set out below in the table:

Planning issue	Assessment
Location and use to be within urban areas unless proposal meets an overriding public need (recreation or leisure) and the need to safeguard and support improvements to cultural attractions and tourist facilities (Policy CS1 Health and Wellbeing, Policy CS5 Tourism, and Policy CS17 of the Core Strategy and Policy AL2 of the Allocations Local Plan)	Complies - The proposed change of use would be located within an undeveloped gap between settlements. However, the development is considered appropriate because it relates to a recreation use that cannot be located elsewhere; the proposed temporary overflow car park would be associated with the operations of the country park immediately to the south of the site.
Design to be appropriate to the local context, meeting the needs of all users (Policy CS16 of the Core Strategy).	Complies - No physical changes are being proposed, which result in no impact to the character of the local area. The current design is fit-for-purpose, and the site can be reverted to grazing land once the car parking strategy for the country park has been implemented. Parking for disabled users will remain close to the main entrance to the admission zone of the country park.
Landscape character must be respected and any areas of landscape interest or distinctiveness must be protected (Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough Council, Policy CS16 High Quality Design, Policy DM8 Conservation, Protection and Enhancement of Existing Natural Features of Core Strategy).	Complies - The visual impact of the temporary parked cars and the posts and string are considered to have no impact upon the landscape character of Staunton Country Park. The walls and trees along the boundary of the site minimise the visual impact of the parked cars. There is therefore considered to be no harm to the landscape character or interest of the site and wider area.
Open space and green infrastructure must be protected and improved where possible (Policy CS1 Health and Wellbeing, Policy CS13 Green Infrastructure and Policy DM1 Recreation and Open Space of Core Strategy)	Complies - There are no changes, and therefore no loss, of open space. The site will be returned to grazing land when the wider car parking strategy has been implemented and the overflow car park is no longer required.
Ecology and nature conservation areas must be protected (Policy CS11 Protecting and Enhancing the Special Environment and Heritage and Policy DM8 Conservation, Protection and Enhancement of Existing Natural Features of Core Strategy)	Complies - The proposal is not considered to have a harmful impact on nature conservation and ecology, with margins around edges being retained.

Historic environment must be protected and enhanced (Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough Council of Core Strategy, Policy CS16 High Quality Design of Core Strategy, and Sir George Staunton Conservation Area Character Appraisal (2008).	Complies – The proposed temporary use of the car park is not considered to harm the setting of Stable Cottage, as the intermittent use as a car park would not result in any permanent changes. The walls around Storey Gardens limit any intervisibility with the wider conservation area and registered parkland. There is therefore not considered to be any impact on the significance or setting of the heritage assets.
Travel, transport and parking requires safe and effective use of existing infrastructure; no increase in congestion in new development; safeguard safe and efficient operation of road network; and mitigating the impact of traffic and meeting relevant parking standards (Policy CS19 Effective Provision of Infrastructure, Policy CS20 Transport and Access Strategy, Policy DM11 Planning for More Sustainable Travel, and Policy DM12 Mitigating the Impacts of Travel of Core Strategy, Policy DM14 Car and Cycle Parking on Development of Core Strategy, Adopted Parking Standards and the Draft Parking SPD).	Complies – the proposed temporary overflow car park alleviates an existing parking problem, which creates localised congestion. The car park would improve the efficiencies of the local highway network, with no increase in congestion in the area.
Amenity of neighbours must be protected, including potential impacts of noise and odour (Policy CS16 High Quality Design and DM10 Pollution of Core Strategy).	Complies - the development is set well-back from the nearest residential property (approximately 30 metres) and there is considered no harm to amenity.
Flooding: Ensure there is no net increase in surface water run-off in new development (Policy CS15 Flood and Coastal Erosion Risk of Core Strategy).	Complies - the development would not reduce site permeability resulting in no change to surface water run-off.