
Site Address:	Tea Rooms, Northney Farm, St Peters Road, Hayling Island, PO11 0RX		
Proposal:	Extension of car park and associated landscaping.		
Application No:	APP/13/01262	Expiry Date:	06/03/2014
Applicant:	Mr S Pike	Team:	Team 1
Agent:		Case Officer:	David Eaves
Ward:	Hayling East		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The site lies in a countryside location to the east of St Peters Road. There is an existing car park serving the barn tea rooms and exhibition area. This has a surface of rolled gravel and is enclosed by post and rail fencing and by planting in the form of a native hedgerow to the south and east.
- 1.2 The area can be viewed from the road and car parking has been taking place between the existing car park and the barn for disabled customers and as an overflow to the existing car park. This has in busy periods detracted from the character and appearance of the area and resulted in the view towards Chichester Harbour being restricted.
- 1.3 To the north of the access is a small area of hardstanding which has been used as staff and customer parking with some small native trees to the east.

2 Planning History

APP/11/01388 Variation to Condition No. 12 of Planning Permission 09/74191/000 to allow opening 10am - 5pm throughout the year and up to 3 evenings a week to 11.00pm. Permitted March 2012

09/74191/001 Part demolition, repair, rebuilding and extension of Stubbington Barn and Stables to form education centre and exhibition space, tearoom with ancillary kitchen and toilet facilities together with necessary repairs to Meadowsweet Garage and cycle store. Permitted September 2010.

09/74191/001 Listed Building Consent for the part demolition, repair, rebuilding and extension of Stubbington Barn and Stables to form education centre and exhibition space, tearoom with ancillary kitchen and toilet facilities together with necessary repairs to Meadowsweet Garage and cycle store. Permitted September 2010

3 Proposal

Extension to car park and associated landscaping

4 Policy Considerations

National Policies

National Planning Policy Framework

Core Strategies 2011 forming part of the HBLDF

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS12	(Chichester Harbour Area of Outstanding Natural Beauty (AONB))
CS16	(High Quality Design)
CS20	(Transport and Access Strategy)
CS5	(Tourism)
CS6	(Regeneration of the Borough)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM3	(Protection of Existing Employment and Tourism Sites)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Access Officer

The proposal allows for disabled car parking in a location closest to the tea rooms. The site is relatively level and provides an acceptable access to the building facilities.

Arboriculturalist

I would suggest a condition be added for the additional parking in relation to the tree on site.

This should be in the form of an Arboricultural Method Statement for the installation appropriate medium so as to prevent damage to the rooting area of the tree. This should be undertaken by a qualified Arboricultural Consultant.

Conservation Officer

I note this proposal has been subject to prior consultation. I am pleased that the venture is a success. The required proposed extension to the car parking and associated accompanying planting appears satisfactory. If not already considered, it might help improve efficient use of the car park by definition of the parking bays in a subtle manner vis. car park at Town End House. Leave this to your discretion. Will need to condition implementation and future maintenance of new planting as standard.

Regeneration & Development

Development Engineer

This application is to increase the number of existing parking spaces from 12 to 22 and the reasons for the increase is explained in the supporting statement submitted with the application. The proposals are acceptable and solve the problem caused by the underestimation of the number of spaces required in the original application.

Further comments in response to 3rd Party representation:

As you can see this is an objection. I still recommend that we allow the current application as I consider it to be an adjustment to the original concept but any future application for anymore intensification should be refused.

Crime Prevention -Minor Apps

Having considered the application I have no comments to make with reference to crime prevention at this time.

Landscape Team

Original Comments:

I have no objections, but would like more details on the planting - only staggered row and species name have been provided. An indication of the total plant numbers for the new boundary will suffice.

I also echo the Conservation Officers comments regarding possibly low-key ways to indicate/mark parking space to ensure future efficient use.

Further Comments:

Some holly - Ilex aquafolium in the mix will help, plus a few beech hedging plants as they retain their old leaves and create a good density within the hedge- along with the Hawthorn- blackthorn.

I would suggest a double staggered row of the hawthorn and blackthorns between the evergreens. The hedge will need maintaining annually to keep good shape - the hawthorn and blackthorn are also spiny so should be kept reasonably trimmed.

The Ilex aquafolium planted every 50cms, and beech - Fagus sylvatica also every 50cms - perhaps plant these slightly larger @ min 750cm height plants the rest of the mix hawthorn - Crataegus monogyna 2 per metre and blackthorn - Prunus spinosa also 2 per metre. This way we should have 7 plants per metre and alternating so not as to look too formal.

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: 9

Number of site notices: At least one site notice exists - check the number.

Statutory advertisement: Not applicable.

Number of representations received: 3

Summary:

NE Hayling Residents Association:

Writing in support of the proposals.

Logical to increase the width to allow more parking at right angles to the fence and hedge boundary.

This together with other minor work will solve any recent problems without compromising the use of the tea rooms which are an asset to the village.

Third Party comments:

Popularity of the tearoom has increased beyond expectations resulting in somewhat chaotic and unsightly car parking.

Support changes which would eliminate unsightly parking on the meadows surrounding the tearoom.

Disabled access using lockable barrier a great improvement over existing open access arrangements.

Suggest widening access point just north of tearoom to form lay by for deliveries and loading/unloading of disabled people. Advantages of this approach listed

Hiding cars, farming machinery and buildings as much as possible from view in everyones interest.

Planning landscaping in previous applications has come to little today.

Composition of planting matters. To achieve more effective screen, we suggest inclusion of hardy evergreens such as Bay, Pettisporum and Laurel etc. Protection of planting required.

View from St Peters Road to parked cars can be much improved by more effective screening left and right of the main entrance using mix of trees and good quality evergreen shrubs.

Hedges should be allowed to grow taller to help obscure barn and feedstock rolls.

Gate to field means screening to field is interrupted.

As neighbouring residents we are very worried about continuing expansion and the increasing problem of keeping noise pollution within limits.

The applicants have tried to limit this problem and this application vindicates their efforts.

However, although naturally any business likes to grow, we hope that the council and applicants will resist further expansion in the foreseeable future.

Rear of our property now overlooks a very unsightly badly laid out car park.

Before development we had beautiful unspoilt, pleasant and peaceful meadow.

Our garden was very private and not overlooked by all using this car park.

Now wish to destroy even more green meadow making eyesore larger still.

Planning screening ineffective.

Gate to south side of car park will continue to show cars as no screening. Gate unnecessary as access can be gained through original steel gate north of meadow.

2 parking slots to east side will have damaging affect to roots of the oak tree on eastern side.

Full access to meadow for special events can come from the gate north of meadow close to cow barn.

In support of neighbours recent proposal for service lay-by.

7 Planning Considerations

7.1 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) Car parking issues associated with the existing uses
- (iii) Highways and car parking issues
- (iv) Impact on the character and appearance of the area including Chichester Harbour AONB
- (v) Impact on neighbouring residents
- (vi) Impact on trees
- (vii) Impact on economic development

(i) Principle of development

7.2 In relation to the principle of development, the car park serves the existing tea room and education centre and exhibition space with the barn building to the south of the

parking area. Given this existing use it is considered that the extension of the car park to provide suitable car parking to serve these uses would be acceptable in principle subject to other development control criteria. Given the sensitive countryside location however it is considered important to consider whether there is a need to provide additional car parking.

(ii) Car parking issues associated with the existing uses

- 7.3 Since the opening of the tea rooms within the building the Local Planning Authority have been aware of the success of the business element of the uses in attracting visitors to the site. The applicants have confirmed that they have been surprised by the number of customers attracted to the site. As a result there has been pressure on the existing car park and its somewhat limited capacity. This has resulted in car parking taking place on the grassed area between the barn and the car park for disabled visitors but also on occasions for more general car parking. It has also resulted on some occasions in parking taking place in a field to the east of Northney Road. The issue has been particularly apparent during weekends and in holiday periods and fine weather.
- 7.4 The parking in the field between the barn and the car park is considered particularly visually intrusive and detracts from the character and appearance of the area. It also blocks views to the east from the road across open countryside towards Chichester Harbour Area of Outstanding Natural Beauty. This has led to complaints being received and a solution to the parking issues being sought.
- 7.5 The applicants have previously sought to re-configure the car parking area the site to make the area more useable and to restrict parking on the grass to disabled customers. Whilst this has improved maneuvering the capacity of the parking remains limited and the policing of parking on the grass has proven to be problematic. The current capacity of the parking is shown on the application as 12 spaces. The current proposals would increase car parking to 22 spaces. It is considered that this would significantly improve the ability of the existing car park to cope with customers parking demands. The proposal includes measures to prevent car parking on the field between the barn and the car park and provides disabled car parking within the car park.

(iii) Highways and car parking issues

- 7.6 The Development Engineer has considered the current proposals and has considered the applicants assessment of parking need. the proposals are considered acceptable to solve the problem caused by the underestimation of the number of spaces required in the original application. No highway safety issues have been identified.
- 7.7 The proposal includes disabled parking within the main car park and a lockable barrier which could be opened for summertime disabled unloading. Subject to suitable restriction this should prevent parking on the grassed area between the barn and the car park.
- 7.8 A suggestion has been made in relation to the provision of a lay-by for deliveries and disabled visitors. This has been considered by the development engineer. It is not considered that this proposal would be acceptable. It is likely to add to the erosion of the rural character of the area and it is not clear how the lay by would not be used by other customers. Its use would again impinge on the views to the harbour and the character of the area.

(iv) Impact on the character and appearance of the area including Chichester Harbour AONB

- 7.9 The proposals would result in the loss of some limited established hedging together with the removal of some recent hedge planting. It would also include a limited extension of the parking area with surfacing to match the existing informal surfacing. There would also be a lockable barrier to be opened for summertime disabled unloading.
- 7.10 It is considered important to ensure that additional landscaping takes place and this has been amended to include Holly and Beech to provide some evergreen element and beech which would retain leaves. This has been suggested by third parties and supported by the Landscape officer. A planning condition is recommended to ensure that planting takes place and is appropriately maintained.
- 7.11 The proposals whilst increasing the size of the car park would address existing problems with car parking on the grass which is considered to be harmful to the character and appearance of the area and the views to the Chichester Harbour Area of Outstanding Natural Beauty.

(v) Impact on neighbouring residents

- 7.12 Concerns have been expressed in relation to the visibility of the existing parking, previously provided landscaping and the level of activity associated with the uses. The current proposal should address the parking between the barn and the car park and has the advantage of keeping parking concentrated and adjacent to existing farm buildings and hardstandings. This area is located approximately 50m from the rear gardens of the nearest properties. Given this set off it is not considered that the increased parking within the extended car park would have an unacceptable impact on the amenities of adjoining residents.
- 7.13 Landscaping will be conditioned and in time the planting should provide an acceptable level of native screening to the car park. There would also be additional planting to the Northney Road frontage. An informative is recommended in relation to allowing the hedge to grow to a height of 1.8m to increase its effectiveness.
- 7.14 The more general concerns over level of activity and potential future increases in impact are appreciated. It is clear that a business use in the countryside close to other residential premises can introduce additional activity. A balance has to be struck between the needs of the business (which also represents a successful farm diversification encouraged by Government (NPPF) and the Council's policies for business) and the character of the area/neighbours amenities. The current proposals do not increase the business use but cater for the existing custom. Any further expansion of the business would require a formal planning permission where the issues could be fully explored.
- 7.15 It is not considered that the current proposals would have an unacceptable impact on the amenities of nearby residents.

(vi) Impact on trees

- 7.16 In relation to the impact on trees, the Council's Arboricultural Officer has considered the potential impact on the oak tree to the east of the site from the additional two

parking spaces to the east of the existing parking area. A condition is recommended to ensure that these spaces are only installed following the agreement of a suitable method statement and tree protection. Subject to this the proposals are considered to have an acceptable impact on trees.

(vii) Impact on economic development .

- 7.17 Finally in relation to the impact on economic development, the proposals do not result in an increase in business floorspace and essentially address an existing parking issue on site. It is the case that the improved parking would be beneficial for customers to the site and the needs of the business.

8 Conclusion

- 8.1 In conclusion, the proposed development is considered acceptable in principle given its association with an existing use in the non-urban area. The extended car park would seek to address existing car parking issues which have lead to inappropriate parking to the harm of the character and appearance of the area. The works would have a limited and acceptable impact on the character and appearance of the area subject to suitable landscaping.
- 8.2 Given the location of the parking area the impact on nearby residents would be limited and is considered acceptable. Subject to a suitable condition the impact on trees would be acceptable. Finally the proposal would improve parking for customers visiting the existing uses. Planning permission can, therefore be recommended.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/13/01262

(A) subject to the following conditions

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.
Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The surfacing materials for the extended car parking area shall match those of the existing main car parking area unless otherwise agreed in writing by the Local Planning Authority.
Reason: In the interests of the character and appearance of this non-urban area having due regard to policy CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 3 The car parking hereby permitted shall not be brought into use unless and until the car parking has been marked out in accordance with the submitted plan by the use of half logs or other suitable delineation as may be agreed in writing by the Local Planning Authority.
Reason: To ensure the efficient use of the parking area and to improve

manoeuvrability within the car park in the interests of highway safety having due regard to policies CS20 and DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 4 Following the first use of any of the extended car parking hereby permitted no parking shall take place between the barn and the car park.

Reason: In the interests of the character and visual amenities of the area including the setting of the Chichester Harbour Area of Outstanding Natural Beauty and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 5 No part of the extended car parking hereby permitted shall be brought into use until a more detailed soft landscaping scheme for all open parts of the site not proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall specify the distribution and species of ground cover to be planted, the positions, species and planting sizes of the trees and shrubs to be planted and/or retained, and timing provisions for completion of the implementation of all such landscaping works and details of protection measures for the new planting.

The implementation of all such approved landscaping shall be completed in full accordance with such approved timing provisions. 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 CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 6 The provision of the two parking spaces to the east of the existing car park shall not take place unless and until an Arboricultural Method Statement produced by a qualified Arboricultural Consultant for the installation of these spaces including details of tree protection, appropriate excavation/construction methods and appropriate materials has been submitted to and approved in writing by the Local Planning Authority. These parking spaces shall thereafter be provided fully in accordance with the approved Method Statement.

Reason: In order to ensure the retention of an important tree in the interests of the character and appearance of the area and having due regard to policies CS11 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 together with the National Planning Policy Framework 2012.

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

Proposed Alterations to Car Park and Landscaping Plan received 21st February 2014

Layout of Planting detail received 21st February 2014

Supporting Statement dated 5th January 2014.

Reason: - To ensure provision of a satisfactory development.

