

01 Application Number 06/71560/000

Ward: Hayling East

Site Address: Eastoke Corner, Junction Rails Lane/Seafront, Hayling Island

Applicant: Mr M Peacock

Team 1

**8 week Date:** 16/08/2006

Case Officer: Steve Weaver

Reason for Committee Consideration: HBC application.

Proposal: Environmental enhancement scheme to link existing shopping area to beach frontage to include:- new plaza and viewing platform, public artwork, seating, paving and planting.

HDS Recommendation: **GRANT PERMISSION**

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## 1 Site Description

- 1.1 The application site comprises an overall area of land of 0.781 hectares and encompasses a variety of land uses at the eastern end of the Sea Front on Hayling Island. Principally the site includes the existing adopted highway network of Sea Front at its junctions with Rails Land and Bembridge Drive. It also contains part of the Council-owned car park at Eastoke Corner, which features the existing public conveniences, electricity sub station and planted beds. The site also encompasses the private forecourts to the front of the Rails Lane shops at the eastern terminus of Sea Front.
- 1.2 The prevailing character of the site itself is currently dominated by its vehicular functions, whether for access or car parking. To the north of the site lie the varied leisure-related functions of Sea Front properties, including a public house, amusement arcade and shops. To the east the site is fronted by the shops of the Rails Lane Local Centre, as identified by the adopted HBDWLP, with residential accommodation over. To the south east the Bembridge Drive area is residential in nature, with the westernmost property of that development directly adjoining the application site. To the west the car park adjoins the Beachlands area, which is largely open in character and features a range of recreational uses.

## 2 Planning History

- 2.1 99/64057/000 - Demolition of existing public toilets and construction of new public toilets and St Johns Ambulance office. Permit 29/4/99
- 2.2 The current planning application forms part of an Environmental Improvement Scheme for Eastoke Corner which is one of the agreed Strategic Projects of the Council's Space Liveability Project. The scheme has evolved following public consultation exercises held on Hayling Island in 2005.

## 3 Proposal

- 3.1 The overall proposals for Eastoke Corner are intended to realise its potential to be an asset to the Hayling Beachfront. The intention is to narrow the currently wide

road to encourage traffic to slow down and to reclaim space for pedestrian and community activities. The parking arrangements within the Council's car park and on the adjoining highway network are to be altered, enabling the creation of a concrete and timber structured plaza and viewing platform to link the Rails Lane Local Centre to the top of the beach.

3.2 In more detail, the various elements of the scheme include the following works:

- (i) the narrowing and realignment of the main Sea Front/Rails Lane carriageway will release areas of land to contribute to the pedestrian environment. However, new car parking will also be provided via a one-way route away from the main road to compensate for spaces lost in the Eastoke car park arising from the plaza development. A central island will be created between the two routes for planting.
- (ii) an enlarged pedestrian area will be created to the front of the Rails Lane shops with new paving and tree planting. Short term parking is to be retained on the road for shop customers, with a revised access road to the Bembridge Drive development leading off the access road to the main Eastoke car park.
- (iii) the timber and concrete (gravel surfaced) plaza will slope gradually up from the area outside the shops to the main viewing level at the back of the existing sea defences. Seating areas and public artwork pieces are to be incorporated into the design of the spaces created.
- (iv) the remaining areas around the existing public conveniences are to be resurfaced, with the retention of disabled parking spaces and screening of the electricity substation.

3.3 Members should note that the works proposed to be undertaken on existing highway land within the application site (essentially the carriageways and footways of the existing Sea Front and Rails Lane) are the subject of an agreement that has been entered into by the Council with Hampshire County Council under Section 278 of the Highways Act 1980. This being the case, these works do not in themselves require planning permission by virtue of the operation of Section 55 (2) (b) of the Town and Country Planning Act 1990.

#### 4 Policy Considerations

- HCSPR - UB3 (Urban Regeneration)  
C4 (The Coast)  
R1 (Recreation, Sport and Tourism)
- HBDWLP - C3 (Development in the Coastal Zone)  
D1 (D4) (High Quality Design)  
D3 (D11) (Public Spaces)  
L5 (L8) (Initiatives to Improve the Coastal Environment)  
TC2 (Maintenance and Enhancement of Centres)  
R1 (Countryside and Coastal Recreation Development)

R7 (R8) (Beachlands - Recreational Development)  
TO1 (Development and Improvement of Tourist Attractions and Facilities)  
T4 (T7) (The Needs of People with Disabilities and mobility Problems)  
T5 (T11) (New Roads)  
T7 (T14) (Criteria for Access to Development)  
T8 (T15) (Bus Access and Provision for Cyclists and Pedestrians)  
F1 (Development in Areas at Risk from Tidal Flooding and Coastal Erosion)

## 5 Consultations

- AO - Comments awaited.
- EM - Comments awaited.
- TTM - The works to the highway are the subject of a S278 Agreement with HCC. The alteration to the highway layout will also require amendments to existing Traffic Regulation Orders.

## 6 Representations

No representations had been received in respect of this application at the time of drafting this report. However, the publicity period associated with this application does not expire until 3/8/06, and members will be advised at the meeting of any representations received. Any resolution to grant permission will need to be subject to the outcome of the publicity period.

## 7 Planning Considerations

7.1 Having regard to the nature of the proposal and the policies and proposals of the development plan, it is considered that the main issues arising from this application are:-

- (i) the effect upon the character and function of the locality;
- (ii) the effect upon the Rails Lane Local Centre;
- (iii) the effect on adjoining properties; and
- (iv) the impact on highway safety

(i) The effect upon the character and function of the locality

7.2 The application site lies at the eastern extremity of Hayling's Sea Front road and directly adjoins one of the main car parking facilities for recreational users of the Beachlands area. Currently the site and local environment are dominated by car-borne traffic and parking, and the road layout and unimaginative nature of the Eastoke car park reinforces this character to the disadvantage of residents and visitors to the local amenities who are not vehicle users. Relevant policies of the development plan are supportive of recreation and tourism improvements within the Beachlands area and coastal environment, and it is considered that in principle

the proposals for Eastoke Corner are consistent with these policies as they will create a new focal point for the Beachlands Frontage in a manner which will facilitate pedestrian and community use and raise the quality of the local environment.

7.3 The design of the proposals features a varied palette of hard surfacing materials which together will create an attractive series of public spaces, with the differing uses (highway, car parking access routes, pedestrian plaza and viewing platform) clearly differentiated. The introduction of new planting into what is currently adopted highway will help soften the presently harsh urban landscape, and the use of robust street furniture and pieces of public artwork within the pedestrian environment will add further interest and reinforce the sense of place. The design of the plaza and viewing platform has been arrived at in consultation with the Access Officer, and thus should benefit all members of the community.

7.4 The proposed development is therefore considered entirely appropriate to the locality, and should reinforce the tourism and recreation-led character of the Beachlands area.

(ii) The effect upon the Rails Lane Local Centre

7.5 Policy TC2 of the HBDWLP anticipates that development within the identified Local Centres of the Borough will be supported where it maintains or enhances the vitality and viability of those centres. It is recognised that one of the ways in which this can be achieved is through the implementation of environmental enhancement and traffic management schemes.

7.6 The current proposals will significantly improve the quality and interest of the built environment at Eastoke Corner, resulting in a far more attractive frontage to the Local Centre. Whilst the current on-street parking arrangements in the form of a lay-by will be removed from the immediate shop frontages to implement the improved pedestrian area, the proposals maintain short stay lay-by parking on the realigned road bend in a position which is equally convenient to users of the shops. The proposals are therefore considered to be complementary to, and supportive of, the Local Centre function and should increase its vitality and viability through the benefits of the improved pedestrian and vehicular environment.

(iii) The effect on adjoining properties

7.7 The creation of a focal point to Eastoke Corner in the manner proposed has the potential to increase visitor-related activity in this location, which lies directly adjacent to existing flats over commercial properties fronting onto the application site, and the individual dwellings at the western extremity of Bembridge Drive (No.2 in particular), and the levels of amenity afforded to these properties may alter as a result. It should be recognised, however, that the proposals are to take place to an area currently dominated by vehicular activity and which already serves a variety of visitor-related functions. The creation of the pedestrian plaza and viewing platform respects the current beach level in terms of the maximum elevation achieved, and thus will not afford any more intrusive views of neighbouring properties than the existing situation. Consequently, in terms of the

direct impact on the amenities of adjoining properties, the overall impact of the new works are not considered unreasonable.

7.8 In a broader sense, the occupiers of Bembridge Drive will need to negotiate a somewhat less direct junction approach to their properties than currently exists from the highway network. However the environmental enhancements will undoubtedly provide the road with a more attractive entrance, incorporating a mix of materials and traffic calming features, and whilst a marginally less convenient access arrangement will result, the amenities of the local residents using the revised access will not be significantly affected overall.

(iv) The impact on highway safety

7.9 The TTM has confirmed that the substantial highway works associated with this application are the subject of an existing S278 Agreement with HCC (who are the highways authority) under the Highways Act 1980. Consequently no objection is raised to the scheme in principle on highway grounds, and it should be noted that the final detailed design of the road layout will follow a safety audit process in the interests of highway safety.

7.10 From a car parking point of view, whilst the creation of the plaza and viewing platform will remove an area of currently available car parking from the Eastoke Corner car park, 21 replacement spaces are to be provided within the revised road layout in addition to the short-stay bays serving the Rails Lane shops. The overall effect of the works in terms of car parking availability is therefore considered to be relatively benign, and should not result in any additional pressure for parking on the highway which might prejudice highway safety.

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**RECOMMENDATION:**

That the Head of Development Services be authorised to **GRANT PERMISSION** for application 06/71560/000 subject to

(A) The expiry of the publicity period on 3 August 2006 without the receipt of any representations that materially differ from any representations and considerations reported to the Committee; and

(B) The following conditions:

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| 1 | A10 | Time limit – full                        |
| 2 | B42 | More detailed soft landscaping proposals |

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Appendices: (A) [OS Location Plan](#)  
(B) Site Layout Plan - General Arrangement  
(C) Site Layout Plan - Plaza and Viewing Platform  
(D) Site Layout Plan - Plaza and Area Surrounding Toilet Block

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