

Lea Parish Council

Consideration of Planning Application P232887 Crown Inn, Lea Creation of car park with associated landscaping and new vehicular access

At an extraordinary parish council meeting held on 16th November 2023 it was resolved to support the creation of a car park as per planning application P232887. The meeting was attended by 25 parishioners in addition to parish councillors. A vote taken indicated 100% support for the proposal including the recommendations detailed below.

Total refurbishment and modernisation of The Crown Inn is approved under planning application P230354. The existing Crown Inn car park has 18 car park spaces, but probably less than that in practice, with the overspill parking at the roadside. On the opposite side of the A40 to The Crown Inn is the now thriving Lea Village Stores which does not enjoy any form of accessible car parking to suit demand, with on-street parking being the result.

Application P232887 relates to a triangular area of land at the junction of Rock Lane and the A40 opposite The Crown Inn amounting to an area of 0.27 ha (0.667 acres). Just below the proposed car park is a Local Green Space amounting to 0.1 ha (0.247 acres) which is to remain.

Relevant Policies:

Herefordshire Local Plan Core Strategy 2011–2031

RA6 Rural Economy

SC1 Social and Community Facilities

MT1 Traffic Management

E4 Tourism

LD1 Landscape and Townscape

LD4 Historic Environment and Heritage Assets

SD1 Sustainable Design and Energy Efficiency

SD4 Waste Water Treatment

Lea Neighbourhood Development Plan

Lea NDP – made 22nd March 2019

Lea 2 Surface and Foul Water Drainage

Lea 4	Sustaining Open Green Spaces
Lea 5	Supporting a Thriving Community
Lea 7	Community Facilities

National Planning Policy Framework (NPPF)

Policy LE2 – Surface and foul water drainage

Regarding surface water drainage this policy states that;

- * Development should not increase the risk of surface water flooding and the risk of pollution.
- * Any risk arising from inadequate drainage or excessive run-off from fields will need to be addressed by or on behalf of the landowner.
- * Where possible developers should utilise or contribute to SUDs, including measures to support biodiversity.

It is considered that the car park proposal adequately addresses issues raised by Policy LE2

Policy LE4 – Sustaining open green spaces.

The policy states that within the Local Green Spaces any new development will be managed in line with national policy on green belts.

Whilst the proposal excludes the small but distinctive green space within the triangle of land at the bottom of Rock Lane listed as a Local Green Space. The Green Space space is affected by the proposal in as much that an existing field boundary fence is to be re-aligned in order to provide a line of sight for vehicles leaving the car park. This is not considered to be detrimental to the Local Green Space. Additionally it is proposed that the space be enhanced by the addition of four fruit trees.

The Local Green Space is to be separated from the car park by a 1.2m high post and rail fence together with native hedge planting. Separation and screening of the car park from the Local Green Space is welcomed.

Policy LE5 – Supporting a thriving community.

Policy LE5 states;

* The plan recognises the importance of supporting the local economy through small-scale initiatives, home-based businesses and proportionate extensions to existing businesses.

* In considering any development proposals, the impact on the landscape and historic environment of the area, flooding and drainage, access and highway safety, ecology and residential amenity must be acceptable.

It is considered that the car park proposal is supported by Lea NDP policy LE5

Policy LE7 – Community facilities.

Policy LE7 states that retention, enhancement and improvement of existing facilities will be encouraged, these include;

- Lea village shop
- The Crown Inn

The policy also states that future proposals for viable new community facilities will be supported in principle.

It is considered that the car park proposal is supported by Lea NDP policy LE7

Further Comments

1. Regarding proposed car park surface.

The planning application proposes that beyond a 5m wide tarmac crossover a gravel surface is provided. The adequacy of such a surface is questioned and use Grass Reinforcement Mesh such as TERRAM Grass Protector BodPave 85 would be preferred and conditioned to be installed with a grass surface prior to the car park being open for use. A product data sheet is enclosed which includes information regarding features and benefits.

2. Lighting

Whilst the planning application does not propose provision of any form of lighting it is considered appropriate to add a condition precluding any form of lighting. Provision of any lighting to be subject to a separate planning application.

3. EV Charging points.

Electric vehicle charging point provision is not considered within the approved plans for refurbishment of The Crown Inn under approved application P230354 and it is not a feature of application P232887. It is understood that the developer/owner intends to instal two EV charging points within The Crown Inn car park during the proposed major refurbishment. It is considered appropriate to add a condition within approval of this application that the proposed EV charging points are provided prior to the proposed car park spaces being made available for use.

4. Railings around outside of site.

Between the site and both the A40 and Rock Lane white painted ironwork fencing is in situ. The proposal involves relocating part of that fencing in order to achieve satisfactory highway line of sight. A condition is recommended requiring that the entire roadside boundary fence remains as white painted ironwork.

Conclusion

Lea NDP policies support the current car park proposal. In recent years the population of the village has increased significantly and it is considered highly desirable to have a viable village pub in business once again. The Crown Inn is located within the centre of the village within walking distance of much of the local population. That said the need for the proposed car parking is well understood and it is likely that without the additional car parking being provided both the Crown Inn and the Lea Village Stores could suffer critical loss of potential business as a result.

Lea Parish Council is very much aware that the Crown Inn closed for business prior to total refurbishment in June 2022 and that following a lengthy planning procedure work stated on the refurbishment in mid November 2023. The car parking proposed is considered to be essential and the application together with additional recommendations as detailed is wholeheartedly supported by Lea Parish Council.

Product Data Sheet

Bodpave™ 85



PDS005 Issue 4—Oct 2020

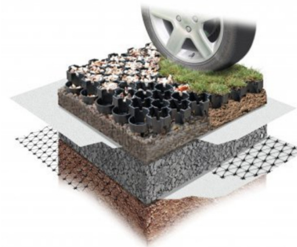
DESCRIPTION:

Patented interlocking cellular porous plastic paving grid system manufactured in the UK from 100% UV stabilised recycled and recyclable HDPE polymers.

APPLICATIONS:

With decades of experience and hundreds of successful project installations, Terram Bodpave™ is the original interlocking cellular porous plastic paving grid system for ground reinforcement which can be installed with either a grass or gravel filled surface. Typical uses include :

- Car Parking / Coach Parking bays
- Overspill / overflow grass car parks
- Emergency Service (Fire access routes)
- Grass aircraft taxiways & helipads
- Walkways and disabled access routes
- Golf buggy paths
- Driveways and residential lawn parking
- Sustainable Urban Drainage Solution (SUDS) —source control.



FEATURES & BENEFITS:

- High compressive strength will cope with occasional HGV loading
- Supplied as 4 pre-connected pavers (1m x 1m) allowing rapid installation
- 24 snap fit connections per paver gives excellent lateral transfer of traffic loads
- 18 ground spikes per paver provides excellent shear connection with the ground and allows slopes up to 1:8 / 12% / 7° and no additional pinning
- HDPE expansion/contraction tolerant therefore suitable for hot and cold climates
- Manufactured from 100% recycled and recyclable polymers – highly sustainable, non-toxic and chemically inert
- British manufactured with a low transport carbon footprint for UK deliveries
- 92% open surface structure provides rapid drainage of surface rain water
- Grass or gravel finish - free draining and naturally pleasing appearance
- Paving grids can be offset by 1 cell increments – easy to fit around obstacles

