

AGENDA ITEM NO: 8/1(b)

Parish:	Hunstanton	
Proposal:	Construction of 32 apartments with associated access, cycle stores, infrastructure and landscaping	
Location:	Land At Southend Road Seagate Hunstanton Norfolk	
Applicant:	Borough Council of King's Lynn and West Norfolk	
Case No:	20/00811/FM (Full Application)	
Case Officer:	Mr K Wilkinson	Date for Determination: 15 September 2020 Extension of Time Expiry Date: 9 December 2020

Reason for Referral to Planning Committee – The Borough Council is the applicant and the officer recommendation is contrary to the views of the Town Council.

Neighbourhood Plan: The Hunstanton Neighbourhood Plan is in draft form and not at an advanced stage, so presently it has no weight with regards to decision-making.

Case Summary

The site (0.3Ha) is the southern-most part of the Southend Road Car Park, bounded by Southend Road and Beach Terrace Road in Hunstanton.

This application seeks full planning permission for the development of 32 apartments, together with associated landscaping, 2 cycle stores, infrastructure and access.

The 32 residential units proposed comprise:

- 12 no. 1-bed apartments,
- 18 no. 2-bed apartments and
- 2 no. 3-bed apartments

Six of these apartments will be affordable housing.

A two-and-a-half storey residential building is proposed, laid around a private central courtyard and parking court, with a wing extending further north along the street frontage of Southend Road. An additional storey on the northern wing would accommodate undercroft parking at ground floor level.

The existing exit from the car park from the south at Beach Terrace Road would be closed off, and a new vehicular access to the development would be formed from the west side of the site off Beach Terrace Road.

The car park would continue to be accessed from the other existing vehicular access adjoining Harlequin House further north on Beach Terrace Road. Emergency exit from the car park would be available through this site should the need arise.

The proposal includes a new footpath along Beach Terrace Road, around the south and west sides of the application site.

Key Issues

Principle of Development
Form and Character
Design and impact on the Conservation Area
Impact upon neighbouring properties
Highway implications
Parking provision for the development
Loss of public car parking spaces
Flood Risk and Drainage
Affordable housing
Crime and Disorder
Other material considerations

Recommendation

A) APPROVE subject to the completion of a S106 Agreement within four months of the date of this resolution to approve.

B) REFUSE if the S106 Agreement is not agreed within four months of the date of this resolution to approve.

THE APPLICATION

The application site is located on land currently forming the southern part of the Southend Road Car Park, bounded by Southend Road and Beach Terrace Road.

The site is in a central location in Hunstanton. The town centre is approximately 75 metres to the north-east and the seafront is 120 metres to the west.

The site is generally level, though there is a pronounced drop (up to approx. 2m) from the frontage with Southend Road to the existing level of the car park.

The site is not located within the conservation area but adjoins it on the opposite side of Southend Road.

To the north of the site is the remainder of the car park and a one-and-a-half storey commercial unit (leather shop). To the east is Southend Road and opposite are two/two-and-a-half storey terraced houses. To the south-east, on the other side of the highway, is a car dealership (Fleming Brothers). To the south/opposite is a coach park. To the west of Beach Terrace Road, are the Oasis sport and leisure facility plus single-storey seafront amusement businesses.

This application seeks full planning permission for the development of 32 dwellings, together with associated landscaping, infrastructure and access.

The 32 residential units proposed comprise:

- 12 no. 1-bed apartments,
- 18 no. 2-bed apartments and

- 2 no. 3-bed apartments

Six of these apartments will be affordable housing.

A two-and-a-half storey residential building is proposed, laid around a private central courtyard and parking court, with a wing extending further north along the street frontage of Southend Road. An additional storey on the northern wing would accommodate undercroft parking at ground floor level, but would not be apparent from the highway, by virtue of the change in ground level. The design and appearance of this building is expanded upon later in this report.

The existing access into the car park from the south at Beach Terrace Road would be closed off, and a new vehicular access to the development would be formed from the west side of the site, off Beach Terrace Road.

The car park would continue to be accessed from the other existing vehicular access adjoining Harlequin House further north on Beach Terrace Road. Emergency exit from the car park is available through this site should the need arise.

Two detached single-storey cycle store buildings are proposed – one located in the central parking court and another smaller one at the north end of the site.

The proposal includes a new footpath along Beach Terrace Road, around the south and west sides of the application site, which will improve safety and connectivity for pedestrians in the area.

The application is accompanied by a Design & Access Statement, Planning Statement, Heritage Statement, Ecology Report, External Lighting Assessment, Flood Risk Assessment & Drainage Strategy, Statement in Support of Parking Loss, and Transport Note.

SUPPORTING CASE

The Agent has submitted the following statement in support of the proposed development:

“The proposed residential development comprises a mix of 12 no. 1-bed apartments, 18 no. 2-bed apartments and 2 no. 3-bed apartments, which would be accommodated in a two-and-a-half storey building, laid around a private central courtyard and parking court, with a wing extending further north along the street frontage of Southend Road.

This site will contribute to meeting the Borough Council’s housing delivery target of 539 homes per year. It responds directly to the housing need identified in the Borough Council’s House Need Assessment March 2020 by providing an appropriate mix of accommodation types and tenures (see tenure requirements for new housing on page 109 of the most recent Housing Needs Assessment https://www.west-norfolk.gov.uk/downloads/download/969/housing_needs_assessment_2020)

The site is providing much needed affordable housing as per policy CS09 of the Council’s adopted Local Plan 2016. The policy requirement for 6 affordable homes is met on-site, and the proposal includes 4 no. rented (3 no. 1-bed and 1 no. 2-bed) and 2 no. shared ownership (2-bed) units. The site is in receipt of Central Government grant funding under the Local Government Accelerated Construction Programme. The funding is designed to provide a tailored package of support to local authorities to develop land in their ownership that otherwise would not be developed. The grant is available to fund site enabling and infrastructure work that unlocks the barriers to development and effectively bridges the viability

gap that would otherwise prohibit the site from being delivered. The grant funding contribution provides certainty that the site is deliverable and that all S.106 requirements can be supported.

The application site falls within the Southern Seafront masterplan area, and is part of phase 1 of the Hunstanton Prosperity Coastal Community Team Prospectus, endorsed by the Cabinet of the Borough Council in 2017. The scheme would result in more year-round residential and economic activity in the local area, which at present is busy mostly only on a seasonal basis. As a residential proposal, the location is eminently sustainable, being close to shops, other town centre uses, employment sites, public transport, public facilities and places of leisure and recreation, which can be readily accessed by foot or by bicycle.

Further to responses received during the application process - including from Historic England and the Norfolk Constabulary - revised and further design details have been submitted, to ensure the development will preserve - and indeed enhance - the character and appearance of the area.

Sun path models for different seasons as well as an external lighting report have been submitted, which demonstrate that there will not be an adverse impact on residential amenities including with regards to light spill, loss of natural light or over-shadowing.

Photovoltaic panels are proposed for certain south, east and west roof slopes. The north roof slopes, as well as those along a street frontage, will not have PV panels installed respectively for reasons of effectiveness and appearance.

The proposal includes a new footpath along Beach Terrace Road, around the south and west sides of the application site, which will improve safety and connectivity for pedestrians in the area. The existing tall brown-brick wall that bounds Beach Terrace Road along the west side of the application site will be removed and this will significantly improve the appearance of this particular street scene too, as well as allow for the provision of a footpath along that side of the road.

The existing access into the car park from the south at Beach Terrace Road would be closed off, and a new vehicular access to the development would be formed from the west side of the site, off Beach Terrace Road. The car park would continue to be accessed from the other existing vehicular access further north on Beach Terrace Road.

The importance of adequate parking provision to the local tourism economy has been considered in the preparation of the proposal. A statement has been submitted in support of the application, concerning the situation regarding public car parking in the town and the related impact of the proposal. In summary, there will be a net loss of 100 car parking spaces at the public car park, reducing the number of spaces from 495 to 395. This loss of 100 spaces must be considered in light of the (approximately) 1,500 spaces currently available within the town, with a further 1,500 in the adjacent village within walking distance to the town. Possible minor adverse economic impacts associated with this loss must be set against the considerable economic benefits associated with the proposed new homes and the improvements to the character and appearance of this location in the seafront area.

Each of the proposed apartments is provided with an allocated parking space within the site. On the site there will be an electric vehicle charging point installed at the visitor parking space, and shared, secure, covered cycle storage for the residents will be accommodated in two detached cycle store building."

PLANNING HISTORY

None recent

RESPONSE TO CONSULTATION

Hunstanton Town Council: OBJECT

Car Parking

Car parking spaces (following national guidance/ local guidance and policy)

12 one bed apartments - need 12 parking spaces

18 two bedroom apartments – need 36 parking spaces

2 three bedroom apartments - need 6 parking spaces

Total requirement of parking spaces 54 spaces

Actual provision is 1 parking space per unit 32 spaces a short fall of 22 spaces

The project is being built on an existing car parking facility with a loss of 100 spaces, so construction of this site will result in a total reduction of parking of 122 spaces.

Moving forward there are no provisions for electric car parking points, the presumption being used is that Hunstanton has a good public transport infrastructure and the town does not require as many car parking spaces as local NCC and national NPPF guidelines recommend, however this is not the case, the current levels of public transport is poor compared to other areas of Norfolk. Cycling is not an option around Hunstanton as the roadways are not safe enough and an ageing population are less likely to use this option.

Sewage

The current sewage system does not appear to provide adequate provisions for the existing town needs. This was an issue recognised by Borough Council back in 2014 when they highlighted the need for improvements in sewage infrastructure, before any further development took place and by Heacham Parish Council where our waste is piped to and processed.

A key point in the application is the geology of the area does not allow for soakaways; all waste water needs to be piped away, this has to be taken into consideration on all new developments as we could be faced with an environmental disaster, affecting the beach and sea and wildlife. Needless to say this would also be extremely damaging to the tourism heart of the town.

Affordability/Availability

The proposed properties are going to be well outside the current price ranges of the young members of the local community, although we note that there is some social housing available, the likelihood are that the majority of these properties will become second homes and will not benefit the town in the longer term moving forward, once again the younger community require jobs and have to travel for those opportunities as the town is mainly providing seasonal work at minimum wage levels which puts the affordability range out of their reach as the current/future market stands.

Local Highway Authority (NCC): NO OBJECTION - Parking is provided at 1 space per unit, with 2 cycle stores available for use as a partial replacement, which would fall short of adopted standards.

Whilst there are reservations regarding the limited provision and loss of public car parking provision, I am mindful of the sites town centre location, which is well controlled by existing

waiting restrictions and close to other Public car parks as such, I would be unable to substantiate any highway objection to the development as proposed.

Recommend conditions relating to provision of access, car & cycle parking provision, no barrier to access point, parking for construction workers, Construction Traffic Management Plan and Access Route, plus details and implementation of off-site highway improvements (footway and retaining wall).

Lead Local Flood Authority (NCC): Initial submission: **HOLDING OBJECTION** on grounds of the absence of an acceptable Flood Risk Assessment (FRA), Drainage Strategy and supporting information relating to local flood risk to the development;

Amended drainage details: Response awaited at the time of writing this report.

Historic England: Initial submission: **NO OBJECTION** Historic England has no objection to the application on heritage grounds, although we consider the southern elevation of the new buildings to Beach Terrace could be improved and recommend the Council consider if ways of modifying it could be found. We consider that the application meets the requirements of the NPPF, in particular paragraph numbers 7, 8, 193, 194 and 196. In determining this application you should bear in mind the statutory duty of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Amended plans: Thank you very much for consulting us on the revisions. I notice that the ground floor of the south elevation has now been given more interest by openings in what was previously a blind wall. I think this is significant improvement and one of the main areas of concern we had previously expressed. I would therefore have no further comments to make on the application and defer to the Council to determine it.

Environment Agency: NO COMMENTS

Anglian Water: NO OBJECTION - Confirm that there is adequate capacity in their sewerage system to serve the proposed development, and the surface water drainage details are acceptable.

Norfolk Fire & Rescue Service: NO OBJECTION – Subject to meeting Building Regulations and advice on including a sprinkler system as part of the infrastructure of the building (difficult to retro-fit).

Natural England: NO OBJECTION

Environmental Health & Housing – Environmental Quality: NO OBJECTION – Subject to conditions relating to remediation and unexpected contamination.

Environmental Health & Housing – Community Safety & Neighbourhood Nuisance: NO OBJECTION – subject to recommended conditions relating to construction management plan, sound insulation, foul and surface water details, plus lighting scheme.

Green Space Officer: NO OBJECTION - It is agreed that, with consideration to the context of this development, provision of on-site open/amenity space would be unnecessary and undesirable.

With regard to the on-site landscaping that is proposed, however, the species selection for trees and shrubs appear sensible. Provided the permanent maintenance of the on-site

landscaping is secured by a robust management agreement, at this stage, we have no further comments to make.

Business manager – Leisure & Public Space: SUPPORT –

Current Situation

CENTRAL 44
COACH PARK 0
NORTH PROM 28
SEAGATE EAST 180
SEAGATE WEST 530
SOUTH PROM 161
SOUTHEND ROAD 495
VALENTINE ROAD 77
CLIFFTOP CARPARK 1500

TOTAL 3015
TOTAL (EXCLUDING CLIFFTOP) 1515

Usage of the car parks is varied throughout the year. The car parks are very busy during the summer, however for the majority of the year the car parks are largely empty. Figures show that based on Borough Council income from car park tickets sold, the majority of the usage is between June and September.

Car Park Usage

In 2019 there were 9 days when more parking tickets were sold within the town than the town holds. Every other day of the year there was space for each visitor to have an individual parking space. It should be noted that even when more cars visited the town than there were spaces available, that these spaces were still sold. This is a result of spaces being sold more than once as visitors arrived and left the resort at different times throughout the day.

The maximum number of visitors in 2019 on a single day was 5410.

Lowering the total number of spaces by 100 (as proposed) would result in only 1 additional day in which more spaces would be needed to be sold than the town currently has.

Exceeding Capacity

It should be noted that the council expects that more than 5410 cars could park within the town successfully on a single day.

Whilst only one year has been reviewed in detail, 2019 is considered a “typical” year for parking within Hunstanton with bank holiday weekend being particularly busy. Whilst the summer season is a busy time for the town, on only bank holiday weeks, and particularly good weather weekends, are parking spaces needing to be sold more than once per day to meet parking demand. It is therefore considered that in any given year, the proposed loss of parking would have a negligible and largely un-noticeable effect on car parking and therefore the town’s tourism economy.

Impact on Tourism

A review of the town’s tourism data shows that 86% of Day Trippers live further than 20 miles away from Hunstanton and 87% of day visitors are repeat visitors. These statistics

demonstrate that visitors return to Hunstanton again and again from afar and it is therefore considered unlikely that should finding a parking space become harder that these visitors are unlikely to leave and would instead spend time finding an available space.

Added Economic Value

Destination Research, as part of their analysis of tourism spend in West Norfolk (2018), estimates that spend per day trip to the area is £31.12.

Whilst there is, therefore, the potential for the local economy to lose as a result of the loss in car parking (should visitors not be able to find a parking space and choose to leave the town), this loss is minimal in comparison to the potential to be spent in the local economy by those living in the proposed flats.

The proposed development will provide a boost to shops and services across Hunstanton, bringing with it increased retail spend and general household expenditure to support the local economy.

Parking Income

It should be noted that parking income is hugely important to the Borough Council. As was reported in the Lynn News (28 November 2019), parking services in the borough raised £3.1 million in profit in 2018-19.

This income enables the Borough Council to effectively deliver services to the residents of West Norfolk. As funding for Local Authorities by central government is minimised low risk revenue generating income streams play an important part of Council Finances. The Borough Council would not be pursuing the project should it feel that parking would be lost and this low risk, high yield income stream, negatively affected.

Covid 19

Whilst tourism will play an important part of Hunstanton Economic recovery post Covid-19, the reliance of a town on a single sector, and the risks associated with this has been clearly demonstrated. Diversifying the town's economy, attracting new residents and supporting year-round jobs will result a more sustainable use of the land and a more sustainable wider town.

Waste & Recycling Officer: NO OBJECTION - The proposed arrangements are satisfactory in terms of the size of the proposed bin stores and the number of bins proposed for the development.

Need to demonstrate appropriate turning of refuse vehicle and shared drive to an adoptable standard.

Arboricultural Officer: NO OBJECTION - please condition in accordance with the landscaping plan

Housing Development Officer: NO OBJECTION – Confirms 20% affordable units required on sites capable of accommodating 10 or more dwellings and/or 0.33ha in Hunstanton. In this instance 6 units would be required, 4 for rent and 2 for shared ownership.

It is noted that the proposal is for 3 x 1 bed & 1 x 2 bed units for rent and 2 x 2 bed units for shared ownership. The proposed units and mix are policy compliant. A S.106 Agreement will be required to secure the affordable housing contribution.

Norfolk Constabulary: NO OBJECTION- Advice offered on Secure by Design matters with regards to cycle storage, bin storage and car parking.

Conservation Officer: SUPPORT - Whilst not located in the Hunstanton Conservation Area this site is located opposite to it. On this basis the impact of any application upon the setting of the conservation area must be considered. Both Historic England and Conservation Areas Advisory Panel have also provided comments on this basis. Along with the then Conservation Officer, CAAP provided positive comments at pre-application stage in February 2020. Since the application has been formally submitted some concerns have been expressed, available in the latest CAAP minutes.

The current car park does not either contribute to or enhance the setting of the conservation area opposite, but instead provides a large featureless, bland neighbour to the terrace of two storey carrstone cottages opposite, located within the conservation area. This application will provide a new streetscape to Southend Road, and the conservation area to the south east in the form of a contemporary terrace, the roof line of which mirrors the topography of the land as it descends Southend Road. Materials pay respect to the traditional materials prevalent within the conservation area. This proposed terrace is higher than those within the conservation area opposite and this will have some impact upon this existing terrace, but this is outweighed overall in the wider improvements this proposal will bring to the setting of the conservation area. Hunstanton Conservation Area as a whole does contain many examples of late 19th and early 20th century buildings of 2 and 3 storey located opposite and adjacent to each other.

Historic England also commented on the appearance of the scheme along Beach Terrace Road, but are now content further to the changes made to the ground floor of the the south elevation. I would concur with these comments along with their support of the improvements overall to the setting of the conservation area that this application will bring with the removal of the visual gap site formed by the car park.

Conditions will need to be added to materials and detail such as joinery, eaves, dormers etc.

Conservation Areas Advisory Panel: The Panel welcomed the opportunity of commenting on the application now submitted, but the Panel still raised the concerns it raised before in relation to the long elevation running up the hill, and also expressed additional concerns in terms of the scale in the conservation area and its relationship with the buildings opposite.

Hunstanton & District Civic Society: No comments received to date.

REPRESENTATIONS

Cllr Paul Beal (Ward Member):

“Car parking space is a lifeline to the tourist industry of this town. Once this huge space is built on its lost parking forever.

The borough officer's figures for capacity on parking are not true as the figure is a collective one including Cliff Top and Valentine Road. Officers say the Cliff Top car park has ample parking which is true, but the Borough Council doesn't own it and with the rent going up 500% a couple of years ago, we are in the hands of the Le Strange estate and not our own destiny.

We have at this moment approx. 300 new homes being built in this town so we have no emergency to build and lose car parking spaces. I implore the Planning Committee to look

hard at this application as I said in the beginning of my objection the only industry we have in Hunstanton is tourism and not to forget the Borough Council is the biggest gainer with car park charges and once it's gone it's gone forever."

A total of **15** items of correspondence received raising **OBJECTION** on the following grounds:

- Loss of spaces in most popular car park in the town;
- Will push parking problems into residential streets;
- Highway and pedestrian safety;
- Unnecessary housing project considering all other housing planned;
- Appearance and materials not complementary to Victorian character and adverse impact on Conservation Area;
- Dense form of development;
- Loss of views of the sea;
- Suitability for local needs – restrict to local people not 2nd home owners;
- Little employment opportunities for new population;
- Parking – inadequate to serve development and loss of spaces from existing public car park;
- Bus service is limited;
- Lack of electric car charging points;
- Foul water sewerage existing system has issues and problems;
- Scale too high;
- Overshadowing, overlooking and loss of views from properties opposite on Southend Road;
- Disturbance during construction phase;
- Impact on infrastructure and services (doctors etc.); and
- Suggestion to develop on Lincoln Square instead.

One item of correspondence in **SUPPORT** of the proposal:

- Need younger people/families to redress balance of population;
- Nothing wrong with commuting for work;
- This development has been in the Masterplan since 2008 and would have been built years ago had the 2009 Financial Crash not intervened.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS05 - Hunstanton

CS08 - Sustainable Development

CS09 - Housing Distribution

CS11 - Transport

CS12 - Environmental Assets

CS14 - Infrastructure Provision

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

DM17 - Parking Provision in New Development

DM19 – Green Infrastructure/Habitats Monitoring & Mitigation

NEIGHBOURHOOD PLAN POLICIES N/A

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2019

OTHER GUIDANCE

Conservation Area Character Statement

PLANNING CONSIDERATIONS

The main issues for consideration in the determination of this application are as follows:

- Principle of Development
- Form and Character
- Design and impact on the Conservation Area
- Impact upon neighbouring properties
- Highway implications
- Parking provision for the development
- Loss of public car parking spaces
- Flood Risk and Drainage
- Affordable housing
- Crime and Disorder
- Other material considerations

Principle of Development

The site is previously developed land within the development boundary of Hunstanton and is surrounded by a mixture of residential, leisure and commercial uses and adjoins the Conservation Area.

As such the principle of development with a residential scheme is to be supported, subject to compliance with other relevant planning policy and guidance.

The Hunstanton Town Centre and Southern Seafront Masterplan, was endorsed by Cabinet 7th October 2008 and subsequently agreed by Full Council. This document identifies this site as part of an 'opportunity site' for building upon and creating active frontages to the east and south of the car park.

The original Hunstanton Masterplan is still relevant. However, much of it has been delivered on, or feeds into the work for the Southern Seafront Masterplan which only focuses on a small area of the town from the Pier along the seafront to the power boat ramp, taking in Southend Road car park and those premises directly behind the sea defences.

The latter document has not been referred to Full Council/Cabinet in its finished form to date and remains in draft, although complete and setting out the possible development options for the area. The southern seafront area has however been identified as a priority in the Hunstanton Prosperity Coastal Community Team Prospectus, which was endorsed by Cabinet in April 2017.

Core Strategy Policy CS05 specifically refers to the Masterplan stating: *'The strategy for the town is to...enhance the local character of the town, promoting high quality design of the local environment and public realm. In particular to: promote a new style of design for the Southern Seafront Area, creating a new identity that reflects modern and high quality architecture rather than replicating the past...'* The Masterplan is a material consideration in the determination of this application.

The original, and still relevant, Masterplan notes that: *'C2. Develop active frontages onto Southend Road, Le Strange Terrace and the Promenade; cafés and restaurants would be the most suitable uses. This will help to create a character for site C and in particular it will create a character transition between the historic core and southern seafront.'*

Whilst it is recognised that this scheme does not incorporate mixed uses, Southend Road mainly comprises a residential frontage and the proposed residential scheme would arguably be more compatible in terms of amenity. There still remains potential for an 'active frontage' as part of the remainder of the allocation onto Le Strange Terrace which would consolidate the commercial/retail area of the resort.

On balance the principle of the proposed development, is considered to be acceptable.

Form and Character

The form and character of adjoining residential development to the east is predominantly Victorian terraced cottages of two storeys stepping up the slope of Southend Road to two storeys with accommodation in the roof, and two-and-a-half storeys beyond on the corner of Westgate. To the north is a single storey retail unit with accommodation in the roof. To the west lies the Oasis Leisure Centre which is a large structure with a wide span multi-faceted roof and utilitarian multi-tonal sheet metal building alongside Beach Terrace Road. Further along Beach Terrace Road are single storey flat/mono-pitched roofed arcades.

Diagonally opposite on Seagate to the south-west are once again more traditional two-and-a-half storey houses. Fleming Brothers display area and car showroom lie to the south-east. The coach park lies to the immediate south of the site.

In terms of form and character, the introduction of effectively two-and-a-half storey buildings along these road frontages is considered to be appropriate, and mostly in accordance with the aspirations of the Masterplan (i.e. creating frontage development forming a transition the historic core and seafront).

The proposal therefore complies with the provisions of the NPPF, Policies CS05 & CS08 of the Core Strategy (2011) and Policy DM15 of the SADMPP.

Design and Impact on the Conservation Area

The Conservation Area lies to the immediate east of the site – the boundary being formed by Southend Road. The houses on the opposite side of the road therefore fall within that designated area. The area then continues on the southern side of Park Road up the hill eastwards. The remainder of the car park and Harlequin House are outside.

The urban design section of the Masterplan states:

“UD3. Creating a sense of identity for Hunstanton by promoting and respecting the local character but also being forward thinking by promoting diversity to create an interesting place. This should include maintaining the Victorian heritage of the town centre and historic core but looking to create a more modern area along the southern seafront with a new identity and high quality design.”

The development seeks to create a visual ‘transition’ from edge of the conservation area, anticipating the future redevelopment of the Southern Seafront. It therefore takes reference from the ‘old’ whilst looking forward to the ‘new’.

The Agent states that design is informed by the largely positive comments from the Borough Council’s Conservation Officer and Conservation Advisory Panel at pre-application stage. It also comes from comments from the Hemmingway Design Team and their design aspiration for the wider area to be delivered through the Southern Seafront Masterplan.

The plans for the Southern Seafront are still being brought forward for consultation and feasibility studies prepared. It is therefore impossible to know at this time exactly the form these will eventually take, other than the aspirations mentioned above. This development therefore needs to balance the longer term ambition against the reality of what already exists.

The building proposed has a scale that is domestic in proportion, presenting 2½ storeys to street frontages to Southend Road plus Beach Terrace Road and returning to enclose a courtyard area. Eaves are at approx. 7m and ridges at 11.4m respectively above road level and main depth/girth of 7.2m. Reference is made to examples of other terraced dwellings within the town, with more traditional blocks in stonework connected by contemporary metal clad elements creating visual variety and breaking up the solid expanse as it steps up/down Southend Road. This results in the roofline being stepped accordingly, with variety of materials and dormer windows, plus rooflights, creating features. This continues around the other frontages presented to public areas. The inner facades lose the stonework panelling and are mostly brickwork.

Corner features are used in the form of projecting bays from prominent gables, which once again are influenced by existing detailing within the built form of Hunstanton and given a modern twist.

The fall of the site has enabled the discrete use of undercroft parking within the wing to the northern part of Southend Road which creates a 3½ storeys to the rear/west. Most of the parking is contained within the central courtyard and undercrofts. There are two detached secure cycle stores – one within the courtyard and another in the northern corner of the site adjoining the sloping footway near the Leather Shop. These are timber hit & miss panelling with flat sedum roofs.

The choice of materials is strongly linked to the locality. The contemporary element of the design is to be expressed in the use of materials and detailing, such as windows; eaves; and in particular, the use of the contrasting standing seam metal cladding. The cladding has been used to accent the corner bays as well as the stairwells that help define the elements of the building.

The exterior of the building would be constructed with natural stone, similar to the local carrstone, laid with random coursing and with buff brick work dressing to windows, doors and quoins. The roofs would be covered with natural slate. The contrasting standing seam cladding are taken through in the detailing of eaves, dormers and porches.

This limited selection of materials is designed to create a simple and crisp appearance, whilst still tying the development to the location. The natural stone, brick and slate will mellow with age. The standing seam cladding will provide clean modern lines and will age equally well with very little maintenance.

Although the site does not lie within the Conservation Area, it adjoins it and affects its setting, so Historic England have been consulted. They opine that the existing car park site does nothing to enhance the setting of the conservation area, but the proposed terrace of new building fronting Southend Road is an appropriate scale and detailed modern variation on the historic terrace which would make a great improvement to the street.

Historic England has no objection to the application on heritage grounds, now that the southern elevation of the new buildings to Beach Terrace Road has been amended. They consider that the application meets the requirements of the NPPF, in particular paragraph numbers 7, 8, 193, 194 and 196.

In determining this application the Council must bear in mind the statutory duty of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

In terms of contribution to, and views from, the public realm: from Seagate looking eastwards/inland the building would be seen with the existing traditional housing and the backdrop of further housing rising beyond up Park Road; from the south there would be a reflected streetscene along Southend Road and the southern elevation would screen views of the expansive car park and unattractive rear of Harlequin House; from the north/car park there would be a continuation of housing on Southend Road and a new façade along the southern extent of the car park (screening views of the coach park beyond); and from Park Road looking westwards the building would wrap around the corner, screen the rear of the Oasis centre plus car park, and frame the vista out to The Wash along Seagate.

It must be noted that the Conservation Areas Advisory Panel were involved at the pre-application stage where it was minuted/concluded that: the Panel supported the proposal and would like to see the scheme again when full planning permission was applied for.

In reviewing the current application concerns are raised in relation to the long elevation running up the hill, and also additional concerns expressed in terms of the scale in the conservation area and its relationship with the buildings opposite [Southend Road].

This appears to be a little inconsistent and our Conservation Officer shares the view of Historic England stated above regarding the appropriate scale of the building, and the fact that there are many examples in the town and conservation area of 2½ - 3 storey buildings opposite two storey dwellings.

Your officers share the opinions of our Conservation Officer and Historic England and consider that the proposal is a modern, contemporary building which has been specifically designed to reflect the constraints and opportunities of the site and its surroundings, and to meet the aspirations of the Masterplan. It would successfully create a character transition between the historic core and southern seafront and make a positive contribution to the character and local distinctiveness of the historic environment. The proposal is therefore in accordance with the provisions of the NPPF and Policies CS08 & CS12 of the Core Strategy and Policy DM15 of the SADMPP.

Impact upon neighbouring properties

The residential properties directly affected by this proposal are those on the eastern side of Seagate Road. As described above, these are predominantly Victorian terraced cottages of two storeys stepping up the slope of Southend Road to two storeys with accommodation in the roof, and two-and-a-half storeys beyond on the corner of Westgate. They have small walled gardens to the front.

Sections through the site, streetscenes and shadow diagrams have been produced and submitted as part of this application. A similar assessment has been undertaken as that recently applied to the re-development of the former Whitley Press site on Church Street within the town, which Members will no doubt be familiar with.

Whilst the eave and ridge heights of the proposed building at approx. 7m & 11.4m respectively from road level are higher than the 2 storey cottages opposite, it is considered that the separation distance at approx. 17.4m is such that there will be no significantly detrimental impact upon the amenity of the occupants of these neighbouring properties in terms of overlooking, being overshadowed or the building being over-bearing.

Disturbance during the construction phase of this development would be relatively short-lived and can be secured via condition for the submission and implementation of a Construction Management Plan as recommended by CSNN.

The proposal accords with Policy CS08 of the LDF and Policy DM15 of the SADMPP.

Affordable housing

In accordance with the policy thresholds for the Borough, the application should provide an element of affordable housing. The site should command a 20% provision which would equate to six residential units.

These comprise: 4 no. rented (3x 1-bed and 1x 2-bed) and 2 no. shared ownership (2x 2-bed).

The rented units are numbered 7, 10, 13 and 21. The shared ownership units are numbered 22 and 23.

This number, type and arrangement has been produced in conjunction with our Housing Development Officer. The proposal accords with Policy CS09 of the Core Strategy (2011).

The units will be secured by S106 Agreement with Norfolk County Council operating as the overseeing authority, if permission is granted.

Highway Implications

As stated above, the existing exit point from the public car park from the south at Beach Terrace Road would be closed off, and a new vehicular access to serve this new development would be formed from the west side of the site, off Beach Terrace Road.

The public car park would continue to be accessed from the other existing vehicular access further north on Beach Terrace Road adjoining Harlequin House where the current ingress point is. Emergency exit from the car park is available through this site should the need arise.

The proposal includes a new footpath along Beach Terrace Road, around the south and west sides of the application site, which will improve safety and connectivity for pedestrians in the area.

The Local Highway Authority raise no objection to this proposal on highway safety grounds. However conditions are recommended relating to provision of access, car & cycle parking provision, no barrier to access point, parking for construction workers, Construction Traffic Management Plan and Access Route, plus details and implementation of the off-site highway improvements (footway and retaining wall). Parking for construction workers can be combined with the Construction Traffic Management Plan and Access Route.

The proposal complies with Policy CS11 of the Core Strategy 2011 and Policy DM15 of the SADMPP.

Parking provision for the development

One parking bay is provided for each residential unit with an additional visitor bay near the main vehicular entrance (33 spaces in total).

Secure cycle provision is proposed in two blocks to accommodate one cycle per unit.

The Highway Authority raises no objection to the proposal. The proposed number of parking places is one per residential unit and given the proximity of the residential units to the town centre, the figure of one space per residential unit is considered to be acceptable and complies with the NPPF which states at paragraph 105:

'If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development*
- b) the type, mix and use of development*
- c) the availability of and opportunities for public transport*
- d) local car ownership level; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'*

This stance is reflected in Policy DM17 of the Local Plan which stipulates minimum standards with the caveat that: *'Reductions in car parking requirements may be considered for town centres and for other urban locations where it can be shown that the location and the availability of a range of sustainable transport links is likely to lead to a reduction in car ownership and hence the need for car parking provision.'*

In this case the level of car parking and cycle storage proposed is considered to uphold the principles of an integrated transport system. The site is well located for the town's existing car parks, the town centre and the bus station/hub. Westwards via Seagate, the main promenade offers pedestrian links through to the length of the town's seafront.

The current proposal provides for both car and cycle parking and there are plenty of alternative parking spaces in this locality. Similarly the bus station/hub is located within the town centre.

It will be noted that the same parking standards have recently been accepted on the re-development of the former Kit Kat Club site (ref: 19/01558/FM).

The proposal accords with the provisions of the NPPF, Policy CS08 of the Core Strategy and Policies DM15 & DM17 of the SADMPP.

Loss of public car parking spaces

With regards to the loss of public parking spaces, the Town Council, one of the Ward Members plus local residents raise strong objections to this issue as this is the most central and popular facility in the town. It is also stated that there would also be a detrimental impact upon the local economy as tourists/visitors would go elsewhere.

Our Business Manager - Leisure & Public Space in conjunction with Property Services team has given a comprehensive response to this matter which is summarised and reported in the Consultations section of this report. The key issues are as follows:

- There are currently approximately 1500 parking spaces within the town plus a further 1500 spaces at the Clifftop car park in Old Hunstanton.
- Peak usage is on Bank Holidays during summer months especially August.
- In 2019 there were 9 days when more parking tickets were sold within the town than the number of public spaces available - indicating a turn-over of parking spaces in the town car parks during the day.
- Lowering the total number of spaces by 100 (as proposed) would result in only 1 additional day in which more spaces would be need to be sold than the town currently has.
- Parking income is hugely important to the Borough Council. As was reported in the Lynn News (28 November 2019), parking services in the borough raised £3.1 million in profit in 2018-19. This income enables the Borough Council to effectively deliver services to the residents of West Norfolk. As funding for Local Authorities by Central Government is minimised, low risk revenue generating income streams play an important part of Council Finances. The Borough Council would not be pursuing the project should it feel that parking would be lost and this low risk, high yield income stream, negatively affected.
- The limited impact upon the seasonal tourism economy needs to off-set against the year-round benefits to the overall local economy associated with new residential units.

It is accepted that there would be a net loss of 100 car parking spaces at the Southend Road public car park, reducing the number of spaces from 495 to 395, with a revised layout.

The importance of adequate parking provision to the local tourism economy is noted and, in this context, any loss of parking spaces in the town must be given careful consideration. However, the loss of 100 spaces must be considered in light of the (approximately) 1,500 spaces currently available within the town, with a further 1500 in Old Hunstanton within walking distance to the town.

The proposed changes therefore represent a reduction in available public parking spaces of less than 7% in the town (not including Clifftop car park), and any minor adverse economic impacts associated with this loss must be balanced against the considerable localised economic benefits associated with the proposed new homes, plus the associated improvements to the character and appearance of this location in the seafront area.

On the information provided it is concluded that the parking provision for visitors to the town and seafront will remain adequate, by virtue of the overall parking availability in the town, and the reduction at this location will not result in any significant highway safety issues.

The proposal therefore accords with Policies CS05, CS08, CS10 & CS11 of the Core Strategy (2011) and Policies DM15 & DM17 of the SADMPP (2016).

Flood Risk and Drainage

The site lies within Flood Zone 1 of the Council-adopted Strategic Flood Risk Assessment, so the site is not at risk of flooding.

Local concerns have been raised in connection with the capacity of the existing sewerage system, given the amount of new development both permitted and proposed in and around the town.

Initially the flood risk assessment and drainage proposals submitted as part of this application were not considered to be acceptable by the Lead Local Flood Authority, which resulted in a holding objection.

Anglian Water have now confirmed that there is adequate capacity in their sewerage system to serve the proposed development, and the surface water drainage details are acceptable.

It is now expected that the LLFA will withdraw their earlier holding objection in light of this response by Anglian Water.

Members will be updated regarding this matter as late correspondence should the consultation response not be available at the time of issuing this agenda item.

It is however expected that the drainage issue is capable of resolution and the development will accord with the provisions of the NPPF, Policies CS08 of the Core Strategy and Policy DM15 of the SADMPP.

Crime & Disorder

Section 17 of the Crime and Disorder Act 1998 requires Local Authorities to consider the implications for crime and disorder in the carrying out of their duties. Comment has been received from the Architectural Liaison/Crime Prevention Officer of Norfolk Constabulary. No objection is raised to the proposal in general although advice is offered with regard to planting, lighting, security and surveillance. A concern was expressed regarding the position of the smaller cycle store behind the northern wing; erroneously it was stated that the facility would not be overlooked by active rooms, but there are kitchen and lounge windows in close proximity at upper ground floor level and above.

Overall the proposal will not have a negative impact on crime and disorder; indeed the presence of residential properties overlooking the full length of the car park will be of some benefit.

Other Material Considerations

As mentioned above, a Section 106 agreement is required to secure the provision and tenure of the affordable housing units contained within the development. This would be overseen by Norfolk County Council in its role as Enforcing Authority.

The site is located within the zones of influence of The Wash Special Protection Area (SPA) and Ramsar Site, and The Wash & North Norfolk Coast Special Area of Conservation (SAC). As a consequence, there is a requirement derived from the Conservation of Habitats and Species Regulations 2017 to assess the implications of the proposal on the conservation objectives of the designated areas. Natural England have been consulted on this proposal and confirm that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Habitat Mitigation fees have already been paid in accordance with Policy DM19 of the SADMPP.

Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. Section 70(4) of the 1990 Act (as amended) defines a local finance consideration as a grant or other financial assistance that has been, that will or that could be provided to a relevant authority by a Minister of the Crown. As raised by the Agent in the Statement in Support section earlier in this report, the site is in receipt of Central Government grant funding under the Local Government Accelerated Construction Programme which would ensure its implementation. It is for Members to decide how much weight is given to this material consideration when determining this application. However, it is your officers' opinion that little weight be apportioned, as the proposed development is considered to be acceptable for other planning reasons.

The development would be liable to Community Infrastructure Levy which would go towards education, library provisions etc.

Most of the issues raised by third parties have already been covered in this report. In relation to those not specifically mentioned in the report your officers respond as follows:

- Will push parking problems into residential streets – Parking restrictions already exist on roads adjoining the site and the demand for spaces has been addressed earlier in this report;
- Unnecessary housing project considering all other housing planned – All planning applications are considered on their own merits;
- Suitability for local needs – restrict to local people not 2nd home owners – Six of the dwellings are to be affordable units and the remainder open market. There is no planning policy/justification to restrict the tenure of the apartments in the manner suggested;
- Little employment opportunities for new population – Land for industrial/commercial use has been allocated on the landward side of the A149;
- Bus service is limited – This issue has been taken into consideration when assessing this proposal;
- Lack of electric car charging points – amended plans show a charging point adjacent to the visitor parking space near the entrance to the site, plus cabling to serve additional spaces throughout the parking areas should future residents wish to connect and utilise such facilities. Solar panels and 'Fabric First' principles (high levels of insulation and thermally efficient windows and doors) have also been applied to the scheme;
- Overshadowing, overlooking and loss of views from properties opposite on Southend Road – public views and the impact of the proposal have been considered above, however private views are not protected by planning law;
- Impact on infrastructure and services (doctors etc.) – There is always a lag in terms of supply meeting demand, however the CIL contributions would go some way to redress the situation going forward; and

- Suggestion to develop on Lincoln Square instead – hopefully this was a facetious remark, as the square is an important element of the spatial planning and layout of the town’s conservation area.

Reference is made to the Hunstanton Neighbourhood Plan, however this is in draft form and not at an advanced stage, so presently it has no weight with regards to decision-making.

CSNN raised a request for insulation details to be dealt with via condition, however this is covered by separate legislation (Building Regulations).

Our Waste & Recycling Officer requested the demonstration of appropriate turning of a refuse vehicle and shared drive to an adoptable standard. In response the Agent states: “Unfortunately, there is not enough room to turn a refuse vehicle on this site as in order to do so would effectively take up half the area available to build on. We had worked on the basis the refuse vehicle would reverse into the site and this is why there is only a very short leg between the access and the bin store. It is not an adoptable road (and would not be suitable for adoption) but the access will remain in the ownership of the Borough Council as it also provides an emergency exit from the car park. The management of the access is therefore secure.

We therefore believe such a condition would not be deliverable and arguably not reasonable in these circumstances.” Your officers agree in this instance.

Full consideration has been given to recent legislation in relation to Permitted Development Rights relating to increasing the heights of block of flats, and no action is required in relation to this application.

CONCLUSION

The proposed scheme is considered to be of good quality design and materials and is considered to satisfy the requirements of planning policy and guidance and is mostly in line with the overall objectives of the Masterplan.

The concept is modern, however it successfully forms a transition between the old and more contemporary aspirations for the seafront (exemplified by the recent approval on the former Kit Kat Club site). References to the existing traditional Victorian and Edwardian architecture found within the town are made within the building. The design is considered to be acceptable in terms of scale, height, massing, configuration plus materials, and there will be no significant harm to the character or appearance of the adjoining Conservation Area.

The revisions to the car park to accommodate the proposal would result in the loss of 100 parking spaces, however this represent a reduction in available public parking spaces of less than 7% of the total of spaces in the town.

Whilst the summer season is a busy time for Hunstanton, on only bank holiday weeks, and particularly good weather weekends, are parking spaces needing to be sold more than once per day to meet parking demand. It is therefore considered that in any given year, the proposed loss of parking would have a negligible and largely un-noticeable effect on car parking and therefore the town’s tourism economy.

The site provides an acceptable level of parking provision to serve its needs and is close to public car parks, services and facilities of the town. Plus there are no highway safety concerns.

Detailed assessment has taken place in relation to neighbour amenity and it is considered that there would be no material overbearing, overshadowing or overlooking issues.

Given the above and applying the planning balance, the benefits of the proposal through the provision of 32 residential units of an acceptable scale, design and layout is considered to outweigh the relatively limited harm through the loss of some public car parking.

The development accords with the provisions of the NPPF, Core Strategy Policies CS01, CS02, CS05, CS08, CS09, CS10, CS11, CS12 & CS14 of the LDF (2011) and Policies DM1, DM2, DM9, DM10, DM15, DM16, DM17 & DM19 of the SADMPP (2016); plus the guiding principles of the National Design Guide (2019).

It is therefore recommended that the application be approved subject to the completion of a satisfactory S106 Agreement to secure the affordable units.

RECOMMENDATION:

A) APPROVE subject to the completion of a S106 Agreement within four months of the date of this resolution to approve and subject to the following conditions:

- 1 Condition The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 1 Reason To comply with Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition The development hereby permitted shall be carried out in accordance with the following approved plans drawing nos:
 - LP-870-P01
 - LP-870-P02 Revision A
 - LP-870-P03 Revision A
 - LP-870-P04 Revision A
 - LP-870-P05 Revision A
 - LP-870-P06
 - LP-870-P07
 - LP-870-P08
 - LP-870-P09 Revision A
 - LP-870-P10
 - LP-870-P11
 - LP-870-P12
 - LP-870-P16
 - Services Plan received 24/11/20.
- 2 Reason For the avoidance of doubt and in the interests of proper planning.
- 3 Condition Prior to the commencement of development a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include any off-site/highway and on-site parking for construction workers, layout of site(s) regarding locations of compound, fixed plant / machinery, waste, stock, stockpiles, how deliveries/collections will be controlled in terms of access, turning etc. controls for noise, dust, lighting of site and handling of waste/control of litter, including minimising engine and reversing beeper noise, plus any other measures to protect residents from disturbance.

- 3 Reason In the interests of the amenity of the locality in accordance with the NPPF and Development Plan. This needs to be a pre-commencement condition as it relates to issues during construction.
- 4 Condition Prior to the commencement of any works a Construction Traffic Management Plan and Access Route which shall incorporate adequate provision for addressing any abnormal wear and tear to the highway together with wheel cleaning facilities shall be submitted to and approved in writing by the Local Planning Authority together with proposals to control and manage construction traffic using the 'Construction Traffic Access Route' and to ensure no other local roads are used by construction traffic.

For the duration of the construction period all traffic associated with (the construction of) the development will comply with the approved Construction Traffic Management Plan and use only the 'Construction Traffic Access Route' and no other local roads unless approved in writing with the Local Planning Authority.

- 4 Reason In the interests of maintaining highway efficiency and safety. This needs to be a pre-commencement condition as it deals with safeguards associated with the construction period of the development.
- 5 Condition Prior to the commencement of groundworks, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
- 5 Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
- 6 Condition The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of groundworks, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

- 6 Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
- 7 Condition In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must

be undertaken, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

- 7 Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
- 8 Condition Notwithstanding the details indicated on the submitted drawings no works above slab level shall commence on site unless otherwise agreed in writing until detailed drawings for the off-site highway improvement works (footpath widening), as indicated on Drawing No. LP-870-P02 Revision A, have been submitted to and approved in writing by the Local Planning Authority.
- 8 Reason To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor in accordance with the NPPF and Development Plan.
- 9 Condition Prior to the first occupation/use of the development hereby permitted the off-site highway improvement works (including Public Rights of Way works) referred to in condition 8 shall be completed to the written satisfaction of the Local Planning Authority.
- 9 Reason To ensure that the highway network is adequate to cater for the development proposed in the interests of highway safety in accordance with the NPPF and Development Plan.
- 10 Condition Prior to the first occupation of the development hereby permitted the vehicular / pedestrian / cyclist accesses over the footway shall be constructed in accordance with the highways specification (TRAD 2) and thereafter retained at the position shown on the approved plan. Arrangement shall be made for surface water drainage to be intercepted and disposal of separately so that it does not discharge from or onto the highway.
- 10 Reason To ensure construction of a satisfactory access and to avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety in accordance with the NPPF and Development Plan.
- 11 Condition Prior to the first occupation of the development hereby permitted the proposed on-site access /car parking and cycle storage / servicing / loading / unloading / turning / waiting area to serve the development hereby permitted shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 11 Reason To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety in accordance with the NPPF and Development Plan.
- 12 Condition All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation or use of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority. Any trees or plants that within a period of 5 years from the

completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the Local Planning Authority gives written approval to any variation.

- 12 Reason To ensure that the work is carried out within a reasonable period in accordance with the NPPF.
- 13 Condition Prior to the installation of any external lighting, a detailed outdoor lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the type of lights, the orientation/angle of the luminaries, the spacing and height of the lighting columns, the extent/levels of illumination over the site and on adjacent land and the measures to contain light within the curtilage of the site. The scheme shall be implemented in accordance with approved scheme and thereafter maintained and retained as agreed.
- 13 Reason In the interests of minimising light pollution and to safeguard the amenities of the locality in accordance with the NPPF.
- 14 Condition Notwithstanding the provisions of Schedule 2, Part 16, Class C of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the installation, alteration or replacement of any microwave antenna or any structure intended for the support of a microwave antenna shall not be allowed without the granting of specific planning permission on elevations of the building facing directly onto Southend Road and Beach Terrace Road.
- 14 Reason In order that the Local Planning Authority may retain control of development which might be detrimental to the amenities of the locality if otherwise allowed by the mentioned Order.
- 15 Condition Prior to the first occupation of the development hereby permitted, details of a signage scheme, stating that the use of the car parking within the site is for residents only, shall be submitted to and approved in writing by the Local Planning Authority. The signage shall be installed in accordance with the approved scheme and shall thereafter be retained.
- 15 Reason To ensure the car parking on site is not used by others and is only available for residents.
- 16 Condition Construction hours and site deliveries /collections shall not take place outside of the hours of 08.30-18.00 Monday to Friday, 09.00-13.00 on Saturdays and at no times on Sundays and Bank / Public holidays.
- 16 Reason In the interests of the amenities of the locality in accordance with the NPPF and Development Plan.
- 17 Condition The development hereby approved shall be undertaken in accordance with the recommendations and ecology enhancements contained in the Preliminary Ecological Survey produced by CJ Yardley Landscape Survey & Design LLP dated February 2020 and submitted as part of this application.
- 17 Reason To secure ecological enhancements to the site and locality, and to accord with Policy CS12 of the LDF.

- 18 Condition The charging point for electric vehicles as shown on the approved plan, Drawing No. LP-870-P02 Revision A and associated infrastructure shown on Services Plan received on 24/11/20, shall be installed prior to occupation of the apartments hereby approved.
- 18 Reason In order to accord with Paragraph 110 of the NPPF.
- 19 Condition No development shall take place on any external surface of the development hereby permitted until samples of the materials to be used in the construction of the external surfaces of the building(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 19 Reason To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 20 Condition No development over or above foundations shall take place on site until full details of the casement, dormer and bay windows, doors and surrounds and eaves treatment have been submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 20 Reason To ensure that the design and appearance of the development is appropriate in accordance with the principles of the NPPF.
- B) REFUSE** if the S106 Agreement is not agreed within four months of the date of this resolution to approve