

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:	21/00243/FM (Full Application - Major Development)	
Case Officer:	Mr K Wilkinson	Date for Determination: 19 May 2021

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 Development Plan is in draft form and not at an advanced stage, so presently it has limited weight with regards to decision making. This will be expanded upon in the report.

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.

This is a further submission following application ref: 20/00811/FM which was refused by the Planning Committee at its meeting on 7th December 2020. The reasons for refusal were as follows:

1. The proposed development would result in the significant loss of 100 public car parking spaces, which would create an adverse impact, especially during summer months, upon the ability to accommodate visitors to the town to the detriment of the local economy and amenity. The proposal is therefore considered to be contrary to the provisions of Policy CS05 of the Core Strategy (2011) and the Hunstanton Town Centre & Southern Seafront Masterplan (2008); and

2. The proposed development has inadequate parking provision within the application site to serve the number of dwellings sought. The proposal is therefore considered to be contrary to the provisions of Policies DM15 & DM17 of the SADMPP (2016).

This new proposal seeks to negate the aforementioned reasons for refusal.

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.

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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 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, Statement in Response to Parking Loss Remediation Strategy Report and Transport Note.

As stated above, this is a further submission following application ref: 20/00811/FM which was refused by the Planning Committee at its meeting on 7th December 2020. The reasons for refusal were as follows:

1. The proposed development would result in the significant loss of 100 public car parking spaces, which would create an adverse impact, especially during summer months, upon the ability to accommodate visitors to the town to the detriment of the local economy and amenity. The proposal is therefore considered to be contrary to the provisions of Policy CS05 of the Core Strategy (2011) and the Hunstanton Town Centre & Southern Seafront Masterplan (2008); and
2. The proposed development has inadequate parking provision within the application site to serve the number of dwellings sought. The proposal is therefore considered to be contrary to the provisions of Policies DM15 & DM17 of the SADMP (2016).

In response to this refusal the following changes have been made:

The parking provision within the site has been modified to create 40 spaces (1 space for each of the proposed residential units plus two with an additional allocated space, and 6 visitor spaces) - a net increase of 7 spaces; and

A review of car parking provision has been undertaken resulting in additional spaces being created in the underused coach park to the immediate south of the site to off-set some of the spaces lost in the main car park – this will be expanded upon later in this report.

SUPPORTING CASE

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

This re-submission addresses the two concerns of the planning committee in December 2020: that of a loss of public car parking in this area of the town, and the number of on-site parking spaces available for residents and their visitors.

The proposed residential development still 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 application incorporates a scheme to compensate for the loss of public parking spaces on the application site by partially re-purposing and adapting the management of the coach park to the immediate south, which is owned by the Borough Council. Please refer to the 'Statement in response to Parking Loss' which outlines details of this scheme, including how that land can be more fully utilised at different times of the year, with parking for coaches and other large vehicles will continue to be adequately provided for.

Furthermore, the revised site layout accommodates an additional seven spaces within the development site, representing an increase from 33 to 40 car parking spaces. All 1- and 2-bed apartments will have one space each, whilst the 3-bed apartments will each have two spaces, and there are now six spaces for visitor parking proposed instead of one. This provides for adequate and appropriate private car provision for residents of apartments in this location central to the town and its public transport, services and amenities.

The proposal would provide 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. 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.

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 scheme has been put forward to the Norfolk Constabulary for their Secured By Design Gold award and the requirements to achieve this, set out in a response by the Designing Out Crime Officer, have now been incorporated into the site plan and otherwise confirmed to be implemented as part of the development.

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.

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, and improving connectivity from Southend Road towards the sea front. The existing tall brown-brick wall that bounds Beach Terrace Road along the west side of the application site will be removed, significantly improving the appearance of this particular street scene too.

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.

On the site there will be an electric vehicle charging point installed at a visitor parking space, and infrastructure will be installed as part of the development to facilitate future installations of charging points at all allocated and visitor spaces. The scheme includes shared, secure, covered cycle storage for the residents, accommodated in two detached cycle store buildings."

PLANNING HISTORY

20/00811/FM: Application Refused: 07/12/20 - Construction of 32 apartments with associated access, cycle stores, infrastructure and landscaping

RESPONSE TO CONSULTATION

Hunstanton Town Council: Initial submission: 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 only 2 electric car parking points, following on from Government Policy to remove all fossil fuel vehicles by 2030, all spaces on the proposed site should have the EV facility installed, also there is a presumption being used 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.

We also feel that this development does not fit in with the Hunstanton Neighbourhood Development Plan, although not yet agreed it is something planners need to take into consideration.

Amended scheme/plans:

Awaited at the time of writing this report

Local Highway Authority (NCC): NO OBJECTION - Parking has been increased to 40 spaces, with 2 cycle stores available for use as a partial replacement, which would fall short of adopted standards.

Whilst I previously had reservations regarding the limited provision and loss of public car parking provision, the off-site changes proposed would replace a large proportion of the lost space within the application site car park and 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): NO OBJECTION – subject to condition relating to full details of drainage scheme being submitted and implemented accordingly.

Historic England: NO OBJECTION Historic England has no objection to the application on heritage grounds. 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.

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. Development to accord with the FRA & Drainage Strategy.

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).

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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 response at the time of writing but Members are expected to be updated in late correspondence.

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

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 controlled access points, boundary treatments and planting along new footway, cycle storage, bin storage, car parking and lighting scheme.

Conservation Officer: SUPPORT (verbally) - The amended plans do not affect the previous views expressed about the proposed apartment development which were as follows: 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 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 regarding materials and detail such as joinery, eaves, dormers etc.

Conservation Areas Advisory Panel: The Panel concluded that there were no additional comments about the internal layout and increased number of car parking spaces and their comments on the application as a whole still remained when they considered the application back in November 2020.

These were as follows: the Panel still had 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: OBJECTS

The Borough's regeneration strategy, as outlined in the Hunstanton Town Centre and Southern Seafront Masterplan 2008 - endorsed and updated by the Hunstanton Prospectus 2017 - has been generally accepted as the blueprint for development of the town. We believe that it is still relevant and is a material consideration in the determining of this application.

The Masterplan is underpinned by a five-part Vision for the town:

- An active town – expanding the existing water sports and activities offer
- A local town – meeting the needs of its residents with an expanded retail core
- A more attractive seaside destination – where visitors stay longer and spend more
- A town that respects its heritage whilst looking to the future
- An environmental town – making the most of the town's natural assets

Our contention is that this application does not fulfil any aspect of that Vision and therefore cannot be considered as part of the regeneration strategy:

- It does not expand the water sports or other activities
- It does not expand the retail core
- It does not make it a more attractive destination (unless you consider that obscuring the rear of the Azams building makes it qualify)
- It does not respect the town's heritage (ironically, the ground is part of the railway line that once connected Hunstanton with King's Lynn)
- The provision of a few photovoltaic panels on some roofs only pays lip service to the environment.

The Hunstanton Prospectus 2017 reiterated the five parts of the Masterplan's Vision and also included an Economic Plan 2016, developed by the Hunstanton Coastal Community Team and endorsed by your Cabinet in 2017.

This application does not meet any of the ten goals identified, nor any of the Guiding Principles of Connecting, Welcoming, Serving or Diversifying of the Economic Plan 2016.

This is a prime site and the town needs a development that will support the Vision and be of considerable benefit to the town's economy. However, if this application were to be approved, it is expected that many of the units will be bought as investments or second homes. They will therefore not make anything like the predicted contribution to the local economy, nor will they contribute to diversification of the local economy.

The Masterplan identified the area as an opportunity site, suggesting development along Southend Road with active retail frontages at ground level and apartments above, with the loss of perhaps 20 car park spaces. We would welcome such a development on that scale as it is in line with the agreed Vision for regeneration of the town.

NPPF paragraphs 105, 106 and DM17 permit a reduction in car parking provision if there is adequate accessible public transport. During office hours there are four buses per hour to King's Lynn, but the service is inadequate for those wishing to travel in any other direction or at times required when going to and from work.

The extra parking spaces identified in the revised application are not substantiated by scaled drawings that clearly demonstrate consideration of:

- The increased size of modern vehicles and associated traffic flows of people carriers and coaches within the area
- Provision of larger spaces and associated loading capacity for Blue Badge holders

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- Provision of electric charging points and additional ticket machines

Such considerations may actually result in a further reduction of available spaces by approximately 10% and this situation will be further exacerbated by development of the Kit Kat site to provide even more apartments in this area and the proposed development of a budget hotel beside The Honeystone.

If this planning application were to be approved, despite local objections, the installation of an electronic notice board on the approach to the town indicating availability of parking spaces in each car park would have to be mandatory; additional signage would also be required to clearly identify each car park at its entry point(s).

Finally, reference should be made to the Hunstanton Neighbourhood Development Plan (HNDP) that is emerging. Under K11 there is a requirement for restricting purchasers of properties in new developments to those who wish to make the property their principal residence. This restriction has been enshrined in Neighbourhood Plans already passed and in force for Brancaster and Sedgeford.

We urge the Planning Committee to reject this application forthwith.

REPRESENTATIONS

Cllr Paul Beal:

"I feel saddened that this application has come to the fore again and I can't express to much how important this car park is to the survival of tourism in Hunstanton.

It is the main parking point to central Hunstanton with easy access to the beach as well as the town and no matter how many times an officer juggles the parking figures if this space is built on we will definitely lose 100 plus parking spaces and is irrelevant whether they are placed anywhere else in the town we still lose valuable places.

I beg for the panel to take a lesson from British railway who took the railway away from the town which is now desperately trying to reinstate a line again.

As I stated in my last correspondence I'm not against development as it's needed for the town to go forward but building on this car park would be a disaster and once it's gone it's gone forever."

At the time of writing, **THREE** items of correspondence received raising **OBJECTION** on the following grounds:

- Loss of spaces in most popular car park in the town and their location makes them ideal for commerce;
- The proposals make up for some of these spaces by repurposing the coach park. Feel the projected gains will not be as high as projected as car parking space sizes need to be bigger as recognised in other parts of the borough, (the rise of the larger car and SUV) this was mentioned discussed in the planning committee when determining the original application. Suspect a further 10% loss.
- Appearance and materials not complementary to Victorian character and adverse impact on Conservation Area - the building is ugly, a failed attempt of putting a modern twist on a Carrstone building. This site is in a key location as visitors enter the town, it

might hide the past architectural/planning mistakes but it will replace them with a new one;

- Loss of views of the sea and lack of permeability to the sea - this development along with the proposed development on the Kit Kat site will block any views of the sea from Park Road. This is not about right to a view but about preserving the nature of a Victorian Seaside town;
- Parking – inadequate to serve development. Following national guidance (NPPF) and Local guidance (NCC and policy K7 of the HNDDP) the car parking spaces needed would be 54 spaces. Actual provision is considerably below this and considering the need for car transport to live and work in Hunstanton is inadequate;
- Bus services are not good enough to allow people to commute to full time work, they are just too limited and do not operate for long enough hours. Majority of jobs with wages sufficient to support a mortgage are out of town, needing car transport;
- Lack of electric car charging points - need to future proof all developments with the electric charging infrastructure;
- BCKLWN commissioned Building Design Partnership in 2008 to produce a Masterplan for the Town Centre and Southern Seafront. The Masterplan was adopted by the Borough Council and in 2015 it became the main plank of the Coastal Community Team Prosperity Document. As the proposal is for a block of apartments it does not meet any of the criteria, it is not regeneration and is contrary to the Master Plan and to the aims of the Coastal Community Team and its principles of connecting, welcoming, serving and diversifying; and
- The proposal is contrary to three of the policies of the emerging Hunstanton Neighbourhood Development Plan (HNDDP):

Policy K7 is in agreement with DM17 on the need for adequate off-street parking.

In order to try rebalance the seriously skewed age structure of the population, Policy K11 restricts the purchasers of new developments to those who wish to make the property their principal residence. Hunstanton already has the highest number of dwellings with no usual occupants i.e. caravans and second homes. Neighbourhood plans in force in Sedgeford and Brancaster contain similar restrictions.

Policy L6 only permits development on existing car parking areas if it can be shown that they are not needed, or replaced elsewhere or in exceptional circumstances it can be clearly demonstrated that the development will be of significant social and/or economic benefit to the town.

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

- The town needs younger people to rebalance the age range of residents;
- An earlier application was refused by BCKLWN Planning Committee, one reason being loss of visitor parking spaces which has now been overcome by resigning adjacent car/coach/camper parks to increase capacity;
- Some people say "they will be bought as holiday homes- bought by Londoners...." They said the same about Hopkins 166 homes south of the town...it didn't happen and those are very largely owner occupiers; and

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- Too few parking spaces per home as per Policy DM17 - That policy can be ignored for town centre developments. Please do ignore it.

LDF CORE STRATEGY POLICIES

CS14 - Infrastructure Provision

CS01 - Spatial Strategy

CS09 - Housing Distribution

CS02 - The Settlement Hierarchy

CS05 – Hunstanton

CS08 - Sustainable Development

CS11 – Transport

CS12 - Environmental Assets

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

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2019

OTHER GUIDANCE

Conservation Area Character Statement

NEIGHBOURHOOD PLAN POLICIES

K2 – Design, Style and Materials

K7 – Parking Provision

K8 – Off-road Parking

K11 – Houses as Principal Residences

L6 – Provision of Car Parking Areas

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.

Reference is made to the Hunstanton Neighbourhood Development Plan by consultees and third parties. The relevant policies are as follows:

Policy K2 – Design, Style and materials

New housing development as well as alterations to existing buildings shall respect local character and be of high quality design. To achieve these proposals it shall demonstrate how the following factors have been taken into account: a) road, footpath and cycleway connections to adjacent areas within the town and the surrounding open countryside; b) ease of access and availability of facilities and services including public transport; c) the scale, density, massing, height, landscape design and materials reflect and enhance the architectural and historic character and scale of the surrounding buildings; d) the creation of well-defined streets and spaces which are easy to find your way around; e) the principles of 'streets for all'; f) car usage and parking; g) play areas, public and private spaces; h) external storage and amenity space; i) the promotion of sustainability by the orientation of buildings, storage for bicycles, and storage for waste including provision for recycling. Any new dwelling, redevelopment or extension to a dwelling in the area should be carefully designed to blend in with adjacent properties and areas to maintain the character of the town. The use of materials, especially those sourced locally, and materials of low ecological impact are to be encouraged. Buildings of modern design and materials will be permitted if they blend in well with their surroundings. New dwellings should have the appearance of a maximum of four storeys in the Town Centre Area (shown on Map 5 on page 32) and three in the other areas of the town unless it can be clearly demonstrated that they take the character of the surroundings into account and will make a positive contribution to local distinctiveness. If extra living space is needed it should be obtained by putting rooms in the roof rather than a full extra storey. The siting of new buildings shall have due regard for, and respect the setting of, designated heritage assets. Developments will be expected to preserve or enhance the character, appearance and views into and out of the Conservation Area with regards to the built /cultural heritage. Consideration should also be given to views of the AONB, The Green and permeability to the sea and sea front.

Policy K7 – Parking Provision

Car parking should be integrated within the landscaping of the scheme to minimise its visual impact but it should also serve its intended use and encourage natural surveillance. New dwellings (including flats and maisonettes) will be required to include car parking to the following minimum standards: One bedroomed unit – 1 space per dwelling; two or three bedroomed unit – 2 spaces per dwelling; four or more bedroomed unit – 3 spaces per dwelling. Hunstanton is a very rural area (16 miles from the nearest major town), and it currently has very limited public transport links. Proposals for developments not meeting these parking standards will not be supported.

Policy K8 – Off-road parking

There should be provision for electric charging points or future proofing of developments so electric charging points for vehicles can be easily added in all new developments. Proposals for separate parking courts will not be encouraged. Hard standings should be built, with permeable surfaces.

Policy K11 – Houses as Principal Residence

New build open market housing, excluding replacement dwellings, will only be supported where there is a restriction to ensure its occupancy as a Principal Residence. Sufficient

guarantee must be provided of such occupancy restriction through the imposition of a planning condition or legal agreement. New unrestricted non principal homes will not be supported. The condition or obligation on new open market homes will require that they are occupied only as the primary/principal residence of those people who are entitled to occupy them. Occupiers of homes with a principal Residence condition will be required to keep proof that they are meeting the obligation or condition, and be obliged to provide this proof if/when King's Lynn Borough requests this information. Proof of principal residence could include (but not limited to), registration on local electoral register and being registered with local services (healthcare providers, schools etc.).

Policy L6 – Provision of Car Parking Areas

Development of car parking areas (see maps 9a & b on pages 46 & 47) for other uses will not be supported unless; a) It can be demonstrated that retention of car parking spaces is not essential or b) Alternative provision is made to ensure no overall loss of parking capacity in key areas for commerce or c) Where in exceptional circumstances it can be clearly demonstrated that the development will be of significant social and/or economic benefit to the town.

Hunstanton Town Council have submitted their proposed Neighbourhood Development Plan under Regulation 16 of The Neighbourhood Planning (General) Regulations 2012. This is to be published for comment during the period Tuesday 30th March to Tuesday 25th May. Any interested person may send comment to the Borough Council during this period.

The comments received will be used to help an independent examiner and the Borough Council to decide whether the proposed neighbourhood plan meets the statutory tests and can therefore proceed towards a local referendum on whether it should come into force.

Paragraph 48 of the NPPF states that Local Planning Authorities may give weight to relevant policies in emerging plans according to: a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given); b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

The Plan is not at an advanced stage, and very little weight can be attached to its policies with regards to decision-making.

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.

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.

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 opined in response to the original application 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 once again has no objection to the application on heritage grounds. 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 no further comments are raised but previous concerns are referenced 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 remains to be a little inconsistent and our Conservation Officer once again 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

In response to concerns raised regarding the provision of on-site parking (reason for refusal 2), the site layout plan has been revised (without altering the number of flats, the proposed site area, or further altering Southend Road carpark) to create an additional 7 parking spaces to serve the prospective residents and their visitors.

The revised layout has achieved the increased number of parking spaces without significant effect in terms of the public views of the site. Acceptable levels of peripheral landscaping have been retained in the northern section adjoining the main car park and the courtyard cycle store has been redesigned and parking layout reconfigured.

One parking bay is provided for each residential unit and the two 3 bed apartments (Nos. 31 & 32) will have an additional allocated space, with 6 visitor bays near the main vehicular entrance (40 spaces in total).

This will lessen the burden that visitors to the development, may place on the 395 spaces that remain on Southend Road carpark.

Secure cycle provision is once again 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.'*

The current proposal provides for cycle parking and improved car parking adequate to serve the intended residents and visitors, 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 reduced parking standards have recently been accepted on the re-development of the former Kit Kat Club site (ref: 19/01558/FM) and the re-development of the Bus Station site (20/00817/FM). This current application is consistent with, and indeed in excess of, those previously accepted standards.

The proposal once again is considered to accord 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

Members will recall their reason for refusal (1) to application ref: 20/00811/FM which stated:

"1. The proposed development would result in the significant loss of 100 public car parking spaces, which would create an adverse impact, especially during summer months, upon the ability to accommodate visitors to the town to the detriment of the local economy and amenity. The proposal is therefore considered to be contrary to the provisions of Policy CS05 of the Core Strategy (2011) and the Hunstanton Town Centre & Southern Seafront Masterplan (2008)."

Our Business Manager - Leisure & Public Space in conjunction with Property Services team gave a comprehensive response to this matter under application ref: 20/00811/FM 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.

In response to the previous reason for refusal (1 stated above) further work has been undertaken and two actions are now proposed in order to redress the parking loss. This is contained in the Revised Parking Loss Statement dated February 2021 submitted as part of this application.

This indicates that the northern end of the Seagate East/southern end of the Hunstanton Coach park is poorly utilised and inefficiently laid-out, resulting in land that offers no organised parking spaces.

The current coach park is also inefficiently used. It has capacity for 19 coaches within lined spaces and further coaches within unlined/open areas of the coach park. Usage of the site by coaches is more frequent in the core summer months (June, July, and August) during the week, especially during the period when schools send many pupils to the Sea Life Centre and other seafront facilities. Conversely the coach park is more frequently used by the smaller motorhomes over the weekend, however significant capacity remains at these times.

Whilst the motor home bays are unmarked it is anticipated that around 30 motor homes could fit on the site at any one time. The coach park therefore has a capacity for 49 vehicles, well in excess of the 12 vehicles that on average use the site on any single day. Only on a single day in 2019 did the number of tickets sold on the site exceed 49 spaces, and that was when the site was used by the Council as overflow parking on a busy Bank Holiday weekend.

Seagate East car park is therefore proposed to be extended into the poorly utilised area of the coach park (its southern end). Reconfiguration of this area will add 50 parking spaces accessible from Southend Road without impacting on the number of spaces available for coaches or access to the coach park. These new parking spaces are approximately 150m from the application site and therefore service the same area as the Southend Road carpark with easy access to the promenade, leisure centre, and town centre. Adding capacity in this area also takes cars off the local highway network earlier from traffic flow from the south, utilising the existing access point off Southend Road opposite Tesco's.

The Council will also revise management arrangements for the Coach Parking off Southend Road. On busy car parking days - when coach parking is not needed - 6 of the existing 19 parking spaces can be used for additional car parking through use of 'flexible spaces'. This will add a further 34 spaces to the Town.

Parking for a minimum of 13 coaches will remain even when some of the other spaces have been converted under the flexible spaces arrangement. This will ensure that coach spaces remain available throughout the year. 13 spaces were selected as it is above the average number of vehicles parking on the site on any day (during 2019) and significantly higher than the predicted 7 coaches that on average park on the site. This therefore allows for additional capacity on days busier than average, but not so busy that all coach parking spaces are used.

It is expected that the additional 34 spaces will be available for the majority of the year and only used by coaches on the busiest of periods in the run up to the school holidays.

Parking for Motor Homes is not expected to be effected by the proposals, with around 30 motor homes still being able to park on the site. Only on the busiest of days, when the Coach Park is opened up for flexible parking as detailed above, may they have to compete for spaces.

If motor homes are not present on the site this gives possible further spaces for car parking along the western edge of the site however this has not been taken into the equation.

It is accepted that there would be a 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. However the proposed alterations to the Seagate East car park (+50 spaces) plus the more efficient 'flexible' parking space arrangement in the northern sector of the coach park (+34 spaces) would significantly redress those car parking spaces lost. A net loss of some 16 spaces is identified.

At the previous meeting Members commented on the size of parking spaces in the remaining car park, however any review and modification to that layout is not part of this planning proposal.

The Council is also considering to use Variable Message Signage (VMS) on the approach to Hunstanton Town Centre, along the A149, advising incoming visitors on the availability of car parking within the town and therefore direct motorists to car parks with capacity. The date of this installation is yet to be defined. The Hunstanton & District Civic Society consider this to be an essential requirement if the development is approved.

The importance of adequate parking provision to the local tourism economy is fully accepted and, in this context, any loss of parking spaces in the town must be given careful consideration.

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 slight reduction at this location will not result in any significant parking or highway safety issues.

The additional car parking provision would be on 'blue land' and can be secured via condition prior to development commencing.

The proposal therefore now 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.

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

The flood risk assessment and drainage proposals submitted as part of this application are considered to be acceptable by the Lead Local Flood Authority, subject to further details which may be secured via condition as they suggest. Work is already being progressed in this regard and additional details may become available prior to the meeting to allow a change to the condition (21) to be in accordance with agreed details rather than requiring them pre-commencement. However Members will be updated accordingly.

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, boundary treatments, controlled access points and surveillance, resulting in modified plans to address those issues. Confirmation has been given by the agent that the Secured by Design Gold Standard will be pursued.

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.

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.

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

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:

- 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;
- Bus service is limited – This issue has been taken into consideration when assessing this proposal;
- Lack of electric car charging points – amended plans show one charging point provided serving a visitor space and cabling to serve the 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; and
- 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.

Once again CSNN have raised a request for insulation details to be dealt with via condition, however this is covered by separate legislation (Building Regulations). An additional request for sound insulation for the apartments from external noise sources has now been sought, however this is the exact same scheme as previously considered and there has been no material change in circumstances. This is an active town centre location where background noise levels are expected to be higher than normal and prospective residents would be conscious of this factor.

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

Once again, 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 from the Southend Road Car Park, however off-site modifications proposed to Seagate East car park and the Coach Park result in a net reduction of 16 car parking spaces which can be controlled via condition.

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 revised site layout now provides an acceptable level of parking provision to serve its own 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 net loss of 16 public car parking spaces.

It is concluded that the development in this revised format has negated the previous reasons for refusal and 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:

APPROVE subject to the imposition of the following condition(s):

- 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 Revision C
LP-870-P02 Revision D
LP-870-P03 Revision A
LP-870-P04 Revision A
LP-870-P05 Revision A
LP-870-P06 Revision A
LP-870-P07
LP-870-P08
LP-870-P09 Revision A
LP-870-P10 Revision A
LP-870-P11 Revision A
LP-870-P12
LP-870-P16 Revision A
LP-870-LOC Revision A
2467-20 Revision 2
- 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 D, 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 and associated future connection infrastructure, as shown on the approved plan Drawing No. LP-870-P02 Revision D, 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.
- 21 Condition: Prior to the commencement of development, a revised FRA and Drainage Strategy shall be produced to include the following:
- I. Detailed site investigation and infiltration testing in accordance with BRE Digest 365 (or equivalent) to determine if rates are viable for the use of soakage features and to determine the dissolution feature risk;
 - II. If infiltration is not viable, provision of surface water storage, sized and designed to accommodate the volume of water generated in all rainfall events up to and including the critical storm duration for the 1% AEP flood event, including allowances for climate change with an additional 10% allowance for urban creep. A minimum storage volume of 54.4m³ (for the attenuation basin) will be provided in line with Drainage Strategy plan Ref: 191315 RLC-00-00-DR C-001 P4 of the FRA. The attenuation basin will be designed with a run-off rate of 3.5 l/sec;
 - III. Finished ground floor levels of the property should be a minimum of 300mm above expected flood levels of all sources of flooding and will be a minimum of 150mm above the surrounding landscape;
 - IV. Details of how all surface water management features to be designed in accordance with The SuDS Manual (CIRIA C697, 2007), or the updated The SuDS Manual (CIRIA C753, 2015), including appropriate treatment stages for water quality prior to discharge; and
 - V. A detailed maintenance and management plan detailing the activities required and details of who will adopt and maintain the all the surface water drainage features for the lifetime of the development;

which will be submitted to, and agreed in writing by, the Local Planning Authority.

The approved scheme will be implemented prior to the first occupation of the development.

- 21 Reason: To prevent flooding in accordance with National Planning Policy Framework paragraph 163, 165 and 170 by ensuring the satisfactory management of local flood risk, surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the SuDS proposed operates as design for the lifetime of the development. This is a pre-commencement condition as surface water disposal is a matter which requires agreement before development commences.

- 22 Condition: Prior to the commencement of the development hereby approved, the off-site flexible parking arrangement on the current coach park as indicated in the Statement in response to Parking Loss at Southend Road – Hunstanton (Revised February 2021) and submitted as part of this application, shall be implemented and thereafter maintained.
- 22 Reason: To secure alternative car parking facilities in the interests of accommodating visitors to the town and to accord with Policy CS05 of the Core Strategy (2011) and Policy DM15 of the SADMPP (2016).