

Report to: Planning Committee
Date: 20 October 2020
Application No: 200565 (PPP)
Location: Esperance Private Hospital, Hartington Place, Eastbourne, BN21 3BG
Proposal: Conversion of existing hospital buildings to create 48 residential units with associated external alterations, parking and landscaping.
Applicant: Stonegate Homes Ltd
Ward: Meads
Deadlines: **Decision Due Date:** 10 November 2020
Site Notice(s) and neighbour Expiry date: 10 September 2020
Recommendation: Approve with conditions and subject to a Section 106 Legal Agreement
Contact Officer: **Name:** Neil Collins
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Map Location:



1. **Executive Summary**

- 1.1 This application is brought to the Planning Committee in line with the Scheme of Delegation as it proposes major development.
- 1.2 The proposal relates to the vacated former Esperance Private Hospital site and would result in the net gain of 48 residential dwellings in a sustainable location through conversion of the existing buildings on this brownfield site.
- 1.3 At the time of receipt of the application, the buildings fell within the former D1 use class (considered a 'community use' in adopted policy). This use class has now been absorbed within a new Use Class E (Commercial) together with other formerly separate use classes. This allows for unfettered movement between community and non-community-oriented uses within Class E. As such, loss of the community use, otherwise protected by adopted policy, has been permitted through the recently adopted Use Classes Order 2020 and this is considered suitable justification for the loss in this case.
- 1.4 Officers agree with the applicant that the vacancy of the buildings, and the circumstances surrounding their vacancy, justify the application of Vacant Building Credit, which removes the requirement for Affordable Housing provision either on-site or by commuted sum.
- 1.5 Proposed residential development in this Town Centre location is welcomed in accordance with Eastbourne's Core Strategy objectives. It is considered that the proposal would result in the provision of good quality residential accommodation for future occupants and provides a housing mix in line with adopted policy.
- 1.6 The proposal includes the retention of the existing on-site parking with no changes to capacity (29 spaces, which is balanced with the retention and improvement to the soft landscaping features of the site).
- 1.7 Design, transport, access and amenity impacts of the development are considered to be acceptable and the development is considered to provide a good quality of proposed accommodation, taking into consideration the constraints of the site. It is not considered that the scheme would not give rise to significant material impacts in terms of activity, parking and noise and disturbance.
- 1.8 The scheme is recommended for approval subject to conditions and a Section 106 legal agreement for Affordable Housing, a Local Labour Agreement and a Travel Plan, to include the following:
 - An on-street car-club vehicle that would include entitlement to 3 years free membership to each first time occupant household and be open to wider membership to existing residents in Eastbourne;
 - 12-month season ticket for Eastbourne bus network;
 - £100 cycle voucher per first occupant;
 - Householder information pack (walking, cycling, public transport routes / distances to local schools, doctors, dentists, hospitals, public buildings, leisure facilities, timetables, etc); and

- Cycle Maintenance support scheme.

2. **Relevant Planning Policies**

2.1 National Planning Policy Framework:

2. Achieving sustainable development
3. Plan-making
4. Decision-making
5. Delivering a sufficient supply of homes
8. Promoting healthy and safe communities
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places
15. Conserving and enhancing the natural environment

2.2 Eastbourne Core Strategy Local Plan 2006-2027:

- B1: Spatial Development Strategy and Distribution
- B2: Creating Sustainable Neighbourhoods
- C1: Town Centre Neighbourhood Policy
- D1: Sustainable Development
- D5: Housing
- D7: Community Sport and Health
- D8: Sustainable Travel
- D9: Natural Environment
- D10: Historic Environment
- D10A: Design

2.3 Eastbourne Borough Plan 2001-2011:

- UHT1: Design of New Development
- UHT4: Visual Amenity
- UHT6: Tree Planting
- UHT7: Landscaping
- HO1: Residential Development Within the Existing Built-up Area
- HO6: Infill Development
- H07: Redevelopment
- H09: Conversions and Change of Use
- HO20: Residential Amenity
- TR1: Locations for Major Development Proposals

TR2: Travel Demands
TR5: Contributions to the Cycle Network
TR8: Contributions to the Pedestrian Network
TR11: Car Parking
BI1: Retention of Class B1, B2 and B8 Sites and Premises
BI4: Retention of Employment Commitments
NE4: Sustainable Drainage Systems
NE23: Nature Conservation of Other Sites
LCF4: Outdoor Playing Space Contributions
NE14: Source Protection Zone

- 2.4 Supplementary Planning Documents and other relevant documents:
Sustainable Building Design SPD
Trees and Development SPG
Eastbourne Townscape Guide SPG
Eastbourne Employment Land Local Plan (ELLP- adopted 2016).

3. **Site Description**

- 3.1 The application site comprises the former Esperance Private Hospital, which operated as a private health care facility until July 2019, other than its fertility services, which relocated in March 2020. The site has since been, and is currently, vacant.
- 3.2 The site itself is a relatively substantial in size, forming a parcel with frontages onto Hartington Place to the north east, Trinity Trees to the north and Devonshire Place to the southwest. To the southeast and west, the site is bounded by residential properties comprising large buildings in a similar architecture style to the site.
- 3.3 The site is approximately 550m from Eastbourne Train Station.
- 3.4 There are two buildings on the site. The main hospital building is a large three-storey Victorian building taking up the southern portion of the site. The building was formerly two separate buildings but has been joined together with a linking three storey flat roof extension. As such, these are referred to as building A and B on the submitted drawings.
- 3.5 A separate three-storey pastiche building was built in the northern portion of the site, which is known as Esperance House. This is referred to as building C on the submitted drawings.
- 3.6 The site comprises a good degree of soft landscaping and existing parking uses in association with the former hospital use.
- 3.7 The site lies within the Eastbourne Town Centre and Seaside Conservation Area. The site does not comprise any Listed Buildings, nor are there any within close proximity of the site, with the nearest being the Church of

Holy Trinity, a Grade II* listed building located approximately 60 metres from the site.

- 3.8 The site comprises both an access and egress on Hartington Place for vehicles using the site, with 29 parking spaces on site.

4. **Relevant Planning History**

- 4.1 Due to the nature of the site, the planning history includes many small-scale applications. However, the hospital use of the site has been longstanding and no applications considered relevant to this proposal.

5. **Proposed Development**

- 5.1 The application seeks permission for a change the use of the existing buildings on the site from their former use as a private hospital (formerly Use Class D1, now Use Class E) and conversion to provide 48 residential flats, comprising 30 one-bed (15 x 1-bed 1-person and 15 x 1-bed 2-person), 16 two-bed and 2 three-bed units.

- 5.2 The proposal would not result in an increase in floor space but would involve some minor external alterations in the form of minor excavation at basement level of the main building to provide light wells for the proposed accommodation, together with fenestration changes in the form of new windows and doors to match the existing.

- 5.3 The proposal also involves various landscaping works associated with the creation of communal amenity space for residents.

6. **Consultations**

6.1 East Sussex County Council (ESCC) Highways

- 6.1.1 No response received.

6.2 Southern Water

- 6.2.1 Our investigations indicate that Southern Water can facilitate foul and surface water sewerage disposal to service the proposed development. Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

6.3 ESCC SuDS

- 6.3.1 No objections raised.

6.4 Sussex Police Crime Prevention Officer.

- 6.4.1 Advises that accredited security measures are applied to all basement and ground floor and ground floor accessible door and windows, particularly with regard to access controls.

6.5 Specialist Advisor Planning Policy

- 6.5.1 Support the application. Though the change of change of use from D1 to C3 may contravene the Core Strategy (2013), it is unlikely to have a significant impact on the sustainability of the neighbourhood,

and the 'presumption in favour of sustained development' outlined in the NPPF takes precedence. On balance in this instance the level of evidence supplied regarding the lack of demand for the current use is considered acceptable and if the site was eligible for vacant building credit (as the application has stated that it will not provide any affordable housing), policy would look favourably upon this application.

6.6 Specialist Advisor Public Protection

6.6.1 Measures shall be implemented and observed during the development project to ensure that the risk of emissions from dust generated by site operations are minimised during construction and that best practice measures are applied.

6.6.2 Developers and contractors shall employ best practice measures to minimise any impact on the environment and local community.

6.6.3 Dust emissions from construction can cause nuisance and annoyance and can be prejudicial to the health of members of the local community. In the interests of controlling dust the following recognised hierarchy of control should be implemented:

- Elimination
- Reduction/Minimisation
- Control

Burning on site:

6.6.4 There shall be no burning of any waste or other materials on the site. This includes in incineration barrels

Hours of work:

6.6.5 Hours of operation at the site during any tree works, demolition, site clearance, preparation and construction shall be restricted to 08:00 to 18:00 hours Monday to Friday and 09.00 to 13:00 hours on Saturdays. No working is permitted at any time on Sundays or Bank Holidays. No machinery shall be operated, no process shall be carried out and no deliveries or collections shall be made at the site outside of these specified times. No work on site on the premises outside the following hours unless deemed an emergency

6.7 Specialist Advisor (Regeneration)

6.7.1 In line with the Local Employment and Training Supplementary Planning Document, adopted November 2016, this application for conversion of an existing hospital to residential units meets the threshold for a residential development and therefore qualifies for a local labour agreement.

6.7.2 It is anticipated that the proposed conversion will provide contractual opportunities for locally based small and medium enterprises, increased business to the supply chain and local economy, as well as, construction employment during the conversion.

6.7.3 Regeneration requests that if the above application is given approval it be subject to a local labour agreement.

7. Neighbour Representations

7.1 11 letters of objection, 5 general observations and 3 letter of support have been received following public consultation. Objections are lodged on the following grounds:

- Parking
- Maintenance of the site
- Too many units
- Too many 1 person units
- Potential for light pollution from new lighting
- Noise from vehicles
- Poor vehicular circulation on the site
- Fear of unsociable use of smaller units
- Impact upon wildlife
- Loss of privacy
- Traffic flow
- Highway safety
- Loss of amenities
- Loss of biodiversity
- Density
- Housing need
- Overdevelopment / overcrowding

8. Appraisal

8.1 Principle of Development

Loss of community facilities:

- 8.1.1 Until recently, the buildings on the site were in use as a private hospital, operated by BMI. This established use fell within the former D1 use class (Non-Residential Institutions). However, recent changes to planning use classes, as outlined in the Use Classes Order 2020, have resulted in an amalgamation of former uses, including D1, now known as new Use Class E (Commercial).
- 8.1.2 Community facilities, including healthcare, are subject to a level of protection under both local planning policy (Borough Plan Policy LCF21 and Core Strategy Policy D7) and the National Planning Policy Framework (at para. 92). However, taking into account that Class E includes other commercial uses that are not considered to provide community facilities, their protection pursuant to the above

policy is considered to be defunct in the context of the Government's legislative changes. Therefore, loss of the former community facilities is considered to be justified by the adoption of the Use Class Order 2020 and of the Class E use of the site.

8.2 Proposed residential use

- 8.2.1 The application site is a brownfield site and is located within the Town Centre Neighbourhood. The redevelopment and re-use of brownfield sites is enshrined by the Revised National Planning Policy Framework (NPPF), which also acknowledges the role residential development has to play in driving the viability and vitality of town centre locations.
- 8.2.2 The site is located within the Town Centre Neighbourhood and Policy C1 of the Core Strategy sets out the vision for this area, which includes 'Delivering new housing through conversions, infill development and redevelopment'.
- 8.2.3 The Core Strategy states that the Town Centre Neighbourhood is one of the town's most sustainable neighbourhoods. It also states that "The Town Centre will make an important contribution to housing needs as a sustainable centre. Future residential development will be delivered through conversions and changes of use of existing buildings".
- 8.2.4 In addition, Policy B1 in the Spatial Development Strategy states that higher residential densities will be supported in these neighbourhoods. This site would be considered a brownfield site and the strategy states that 'in accordance with principles for sustainable development, it will give priority to previously developed sites with a minimum of 70% of Eastbourne's housing provision to be provided on brownfield land'.
- 8.2.5 The National Planning Policy Framework (NPPF) requires local planning authorities to identify and update annually, a supply of specific deliverable sites sufficient to provide five years' worth of housing. As of October 2019, Eastbourne is only able to demonstrate a 1.43 year supply of housing land, meaning that Eastbourne cannot demonstrate a five-year housing land supply. National policy and case law has shown that the demonstration of a five year supply is a key material consideration when determining housing applications. It also states that where relevant policies are out-of-date, permission should be granted "unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole", (NPPF, paragraph 11).
- 8.2.6 Although the Town Centre Neighbourhood comprises a diverse range of land uses and architectural building types, the application site is located within a part of the town centre that is predominantly residential in character. Residential development in town centre locations is encouraged by the Eastbourne Borough Plan (Policy HO2), the Eastbourne Core Strategy (Policies B1, C1 and D5) and

the Town Centre Plan (Policy TC6) as well as the NPPF. Adopted policy also encourages an increased density of residential development in appropriate locations where it would not result in harmful amenity impacts.

8.2.7 Taking account of the above policy position, the proposed residential use of the site is considered to be wholly in line with the objectives of the Development Plan and is considered to be acceptable in principle.

8.3 Housing Mix and Affordable Housing

Housing mix:

8.3.1 The application proposes conversion of the buildings to provide a mix of 1, 2 and 3 bed units. Town Centre Local Plan policy TC6 confirms that a mix between 1, 2 and 3 beds is sought for development proposals within the town centre and the proposal therefore accords with this policy objective.

8.3.2 The precise proportions in the split between dwelling sizes is not explicitly outlined within adopted policy. Therefore, it is not considered that it would be reasonable to refuse this application based upon the proposed mix of dwelling sizes, in the absence of such detail in adopted policy.

8.3.3 However, the issue of the exact proportions of the proposed mix of dwelling sizes is a material consideration that carries a degree of weight in balancing the planning issues. Table ES1 within the Eastbourne Strategic Housing Land Market Assessment (SHMA) 2016 defines housing need for the Borough during the period 2015-2035. It states that 16.9% of new housing stock should be 1 bed flats and 18.1% of stock should be 2 beds, with 3.5% being 3 bed flats.

8.3.4 Whilst table ES1 lists flats alongside other identified housing need, including houses and bungalows, the following table shows the proportionate split between the need for 1, 2 and 3 bed flats (identified within the SHMA) and how that compares with the proportionate split of dwelling sizes within the proposal.

Dwelling sizes	Proposal (%)	SHMA (%)
1 Bed	62.5	43.8
2 Bed	33.3	47
3 Bed	4.1	9

8.3.5 As can be seen from the table above, the proposed dwelling mix does not accurately reflect the identified housing need proportionately. However, the existing building has a number of physical constraints that have an impact upon the delivery of specific unit sizes and it is considered that this is suitable justification for the proposed dwelling mix in this case.

Affordable Housing:

- 8.3.6 Any application submitted which results in a net increase of 10 or more residential units requires provision of affordable housing as per Eastbourne Borough Council's Affordable Housing SPD (2017).
- 8.3.7 However, the application seeks the uptake of Vacant Building Credit (VBC), which incentivises the uptake of brownfield land by exempting such development from affordable housing provision, based upon other considerations.
- 8.3.8 Vacant Building Credit is outlined in NPPF Para 63, which states, 'To support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount.(Equivalent to the existing gross floor space of the existing buildings).
- 8.3.9 The application of VBC is expanded upon in National Planning Practice Guidance (Paras 026, 027 and 028), which explains that it is subject to the following considerations:
- Whether the building has been abandoned;
 - The condition of the property;
 - The period of non-use
 - Whether there is an intervening use;
 - Any evidence regarding the owner's intention;
 - Whether the building has been made vacant for the sole purposes of re-development; and
 - Whether the building is covered by an extant or recently expired planning permission for the same or substantially the same development
- 8.3.10 This has been covered within the submitted Planning Statement accompanying the application and the reasons provided are considered to be suitable justification for the application of VBC in this case.
- 8.3.11 No new floor space is proposed with all accommodation being made available through conversion of existing floor space. As such, there would be no chargeable floor space for the purposes of an affordable housing contribution.
- 8.4 Design and appearance and impact upon the surrounding area
- 8.4.1 The application proposes very minor alterations to the external envelope of the building. The most significant of these is the creation and enlargement of light wells on the building to provide outdoor amenity space and improved light to basement units, together with new windows and doors.
- 8.4.2 The proposed alterations are considered to be acceptable, but a condition is recommended to ensure that there is continuity between the design of the new fenestration and the existing.

- 8.4.3 Black railings would enclose the light wells for safety and approval of their detailed design would be required by condition.
- 8.4.4 The proposed retention and improvement of soft landscaping features of the site is welcomed in the interest of preserving the character and appearance of the Town Centre and Seafront Conservation Area.

8.5 Impact upon the amenity of the neighbouring occupants

Noise and disturbance:

- 8.5.1 The principal consideration with regard to any potential impact upon neighbouring amenity is that of the proposed change of use of the building itself. Notwithstanding that the building has been vacant for some time; the former use established a significant degree of activity associated with the site, including visiting patients and their family/friends, together with staffing and servicing/deliveries. It is considered that the proposed residential use of the site would result in a reduction in activity and pedestrian/vehicular movements related to the site and would thereby reduce the associated disturbances upon neighbouring residential occupiers.

Privacy:

- 8.5.2 Further to this, the building comprises an established outlook to neighbouring residential accommodation. Very few new windows are proposed and those that are would not provide any new vantage point that doesn't already exist from the buildings.
- 8.5.3 It is considered that the proposal complies with Policy HO20 of the Eastbourne Borough Plan Saved Policies (2007).

8.6 Living Conditions of future occupants

Standard of proposed accommodation:

- 8.6.1 The proposal would create 48 units in total, comprising 30 one-bed units, 16 two-bed units and 2 three-bed units.
- 8.6.2 The 'Technical housing standards - nationally described space standards', adopted by central Government in March 2015 defines the requirements for internal space standard for new residential units, including both the Gross Internal Area (GIA) of each unit and the internal floor area of individual rooms and storage space.
- 8.6.3 The proposed 1 bed units vary in size and are defined on plan as 1 person and 2 person units. The difference between units being considered suitable for 1 or 2 persons is a matter of the size of the bedroom, as defined by the nationally described space standards. The threshold for single or double occupancy of a bedroom is 11.5m², which in turn defines the required Gross Internal Area (GIA) of each unit. A single occupancy unit requires a GIA of 39m² (37m² if this would include a shower room rather than bath). A one-bed two-person unit requires a 50m² GIA to be achieved.

- 8.6.4 There has been a degree of discussion during the application period regarding the internal floor spaces of a portion of the 1 bed units, as shown on the originally submitted plans, due to their bedrooms being suitable for double occupancy and their GIA falling short of the required floor space for 2 person units. This has been amended and the revised units are either studio or provide only 1 bed space, suitable for 1 person occupancy in accordance with the standards.
- 8.6.5 Following revision, all of the proposed units would meet the minimum internal space standards in terms of the total Gross Internal Area and individual bedroom sizes required by the 'Technical housing standards - nationally described space standards'.
- 8.6.6 The units also provide a suitable amount of storage space for future residents.

8.7 Outlook and Privacy

- 8.7.1 The proposed units would comprise a good level of outlook for future occupants, with adequate daylight levels within habitable rooms. As such, the scheme is considered to be acceptable in respect of these elements, in accordance with Policy HO20 Residential Amenity.

Outdoor Amenity Space

- 8.7.2 The proposal would provide private outdoor space for the lowest (basement) level units through adaption and in some cases the creation/enlargement of light wells. Communal outdoor amenity space in the form of landscaped gardens would be made available to all residents of the building. This level of provision is considered to be sufficient and appropriate given the constraints of the building, the sensitivity in alterations to its design and the retention and improvement of the landscaped areas of the site.
- 8.7.3 Taking the above considerations into account, the proposal is considered to offer a good standard of accommodation for future occupants of the units and would meet the objectives of adopted policy.

8.8 Accessibility and impacts upon highway network

- 8.8.1 Policy TR2 of the Eastbourne Borough Plan states that development proposals should provide for the travel demands they create and shall be met by a balanced provision for access by public transport, cycling and walking. Additionally, Policy D8 of the Core Strategy recognises the importance of high-quality transport networks and seeks to reduce the town's dependency on the private car.

Accessibility:

- 8.8.2 The site is located within the Town Centre Neighbourhood, which is considered one of the most sustainable neighbourhoods in the borough.
- 8.8.3 The site is well served in terms of public transport and amenities. The site is served by a number of bus routes with stops on Cornfield Road heading north and south. The site is also a short distance to

Eastbourne Railway Station, located approximately 550 metres walk from the site, which provides regional access, including direct access to neighbouring towns and cities; London, Ashford and Brighton.

- 8.8.4 Eastbourne Town Centre is also with walking/cycling distance to the north of the site, with the seafront located to the south, both of which provide a range of amenities, including shops, restaurants and services.
- 8.8.5 The site comprises existing vehicular access from Hartington site and this would be retained for use by future occupants.

Parking:

- 8.8.6 The ESCC Car Parking Calculator indicates that the proposed development would generate demand for 32 car parking spaces. The proposed development would be served by the existing level of on-site parking associated with the former hospital use. This includes 29 defined parking bays. The shortfall of 3 off-street spaces is not considered to be significant, especially in the context of the town centre location of the site and can be accommodated within the surrounding streets without significant impact for neighbouring residents and businesses.
- 8.8.7 However, the parking demands of the proposed residential use are also set against the context of the demand associated with the established hospital use, which was significantly higher. In addition, according to 2011 census data, 74% of people who live in 1 person accommodation in Eastbourne do not own vehicles.

Trip Analysis:

- 8.8.8 The submitted Transport Statement utilises TRICS data to identify that the hospital use involved approximately 67 vehicle trips in the weekday morning peak hour (8:00-9:00), approximately 52 trips within the evening peak hour (17:00-18:00) and an approximate 666 vehicle trips daily.
- 8.8.9 In contrast, the proposed residential use would generate approximately 22 vehicle trips in the weekday morning peak hour (8:00-9:00), approximately 29 trips within the evening peak hour (17:00-18:00) and an approximate 228 vehicle trips daily. This would be a reduction of 45, 23 and 448 trips respectively.

Sustainable Transport:

- 8.8.10 The Council is committed to reducing the carbon footprint of the Borough and recognises the contribution that sustainable travel can make towards this objective.
- 8.8.11 The submitted Travel Plan recommends that a Travel Information Pack be issued to first residents of the units and this would be secured through a S106 agreement. This would include the following measures.
- 8.8.12 Provision of a car club space on street in Hartington Place, Trinity Trees or Devonshire Place, with the exact location to be agreed.

This would include funding of the process to implement the Traffic Regulation Order to assign the space on the public highway.

8.8.13 Provision of 3 years free membership to co-wheels Car Club for each first occupant household.

8.8.14 12 month Stagecoach 'megarider' season ticket for the local Eastbourne bus network, per first occupants of each dwelling.

Cycle storage facilities:

8.8.15 The Council's policy TR2 (Travel Demands) seeks a balance between public transport, cycling and walking to meet the transport demands of proposed development. The application includes the provision of cycle storage facilities on the Hartington Place frontage for 64 cycles, which exceeds ESCC adopted standards.

8.8.16 A condition will be attached to ensure cycle parking is provided on site prior to first occupation.

8.8.17 Taking the above considerations into account, it is considered that the proposed development complies with Policy TR11 of the Eastbourne Borough Plan Saved Policies (2007).

8.9 Other Matters

Refuse/Recycling storage facilities:

8.9.1 The application provides details of refuse/recycling storage facilities within dedicated facilities on the Hartington Place Frontage. The proposed facilities would be large enough for the intended occupancy and suitably sited for collection and a condition has been attached to ensure that they are provided prior to first occupation of the building.

9. **Human Rights Implications**

9.1 The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been taken into account fully in balancing the planning issues; and furthermore the proposals will not result in any breach of the Equalities Act 2010.

10. **Recommendation**

10.1 Grant planning permission subject to a S106 legal agreement to include the following:

- Affordable Housing
- Local Labour Agreement
- Travel Plan

and the following conditions:

10.2 Time Limit - The development hereby permitted shall be begun before the expiration of three years from the date of permission.

Reason: To comply with Sections 91 and 92 of the Town and County Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

10.3 Approved Plans - The development hereby permitted shall be carried out in accordance with the following approved drawings:

Proposed Block Plan: 20 Rev P1

Proposed Site - Ground Plan: 21 Rev P1

Proposed Ground Floor Buildings A and B: 30 Rev P1

Proposed Site Roof Plan: 22 Rev P1

Proposed First Floor Buildings A & B: 31 Rev P1

Proposed Second Floor Buildings A & B: 32 Rev P1

Proposed Floor Plans Building C: 34 Rev P1

Proposed Basement Buildings A & B: 33 Rev P1

Proposed Elevations 02 Buildings A & B: 36 Rev P1

Proposed Elevations 03 Buildings A & B: 37 Rev P1

Proposed Elevations 04 Building C: 38 Rev P1

Proposed Elevations 05 Building C: 40 Rev P1

Proposed Courtyard Elevations Buildings A & B: 39 Rev P1

Proposed Refuse and Cycle Stores: 60 Rev P1

Demolition Plans 01 Buildings A & B: 50 Rev P1

Demolition Plans 02: 60 Rev P1

Demolition Plans 03 Buildings A & B: 37 Rev P1

Ecological Impact Assessment, by Lizard Design and Ecology, dated 30 July 2020

Framework Travel Plan, by Motion, dated 07/07/2020 and 28/07/2020

Planning and Heritage Statement, by ECE, dated Jul 2020

Drainage and Flood Assessment, by Motion, dated 27 July 2020

Design and Access Statement, by ECE, dated May 2020

Transport Statement, by Motion, dated 13/07/2020 and 28/07/2020

Reason: For the avoidance of doubt and in the interests of proper planning.

10.4 External Materials - The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the site.

- 10.5 Window and door details - Large-scale drawings at a scale no smaller than 1:10 and samples of the windows and doors of the development, hereby approved, including details of their materials and their arrangement within apertures, shall be submitted to and approved in writing and shall thereafter be implemented in accordance with the approved details approved prior to first occupation.

Reason: To ensure that the development has a satisfactory appearance that preserves the character of the Town Centre and Seafront Conservation Area.

- 10.6 Railing details - Large-scale drawings at a scale no smaller than 1:20 of the railings enclosing the light wells of the development, hereby approved, shall be submitted to and approved in writing by the Local Planning Authority and shall thereafter be implemented in accordance with the approved details prior to first occupation and maintained as such for the lifetime of the development.

Reason: To ensure that the development has a satisfactory appearance that preserves the character of the Town Centre and Seafront Conservation Area.

- 10.7 Parking spaces - No part of the development shall be occupied until the car parking has been constructed and provided in accordance with the approved plans. The area[s] shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To provide car-parking spaces for the development.

- 10.8 Cycle Parking - Secure covered cycle parking facilities for a minimum of 64 bicycles shall be provided in accordance with the details approved prior to first occupation of the development, hereby approved, and shall thereafter be retained in accordance with the approved details for the lifetime of the development, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that satisfactory facilities for refuse and the parking of cycles are provided and to encourage travel by means other than private motor vehicles.

- 10.9 Refuse and Recycling - Refuse and recycling facilities shall be provided in accordance with approved plans prior to first occupation of the development, hereby approved, and retained as such for the lifetime of the development, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that satisfactory facilities for refuse and the parking of cycles are provided and to encourage travel by means other than private motor vehicles.

- 10.10 Vehicular Access - The development, hereby approved, shall not be occupied until the vehicular access serving the development has been constructed in accordance with the approved drawings.

Reason: In the interests of road safety.

- 10.11 Lighting scheme - Lighting on site shall be designed and positioned so as not to result in light pollution and/or disturbance to neighbouring residential occupiers.

Reason: In the interests of neighbour amenity.

Landscaping prior to occupation - The development, hereby approved, shall not be occupied until hard and soft landscaping has been constructed in accordance with the approved details. Any new tree(s) that die(s) is/are removed, become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which die, is removed, becomes severely damaged or diseased within five years of planting shall be replaced.

Replacement planting shall be in accordance with the approved details unless agreed otherwise with the Local Planning Authority.

Reason: To safeguard and enhance the character and amenity of the area.

11. **Appeal**

- 11.1 Should the applicant appeal the decision the appropriate course of action to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be written representations.

12. **Background Papers**

- 12.1 None.