



		<b>Committee Date: 9<sup>th</sup> July 2019</b>
<b>Exmouth Littleham (Exmouth)</b>	<b>19/0836/FUL</b>	<b>Target Date: 19.06.2019</b>
<b>Applicant:</b>	<b>Mr Dave Turner (East Devon District Council)</b>	
<b>Location:</b>	<b>Queen's Drive Space Queens Drive</b>	
<b>Proposal:</b>	<b>Overflow car park of approximately 50 vehicles</b>	

**RECOMMENDATION: Approval with conditions**

### **EXECUTIVE SUMMARY**

**This application is before the Development Management Committee as the officer recommendation differs from the view of two Ward Members and as Council is the applicant and objections have been received to the application.**

**Planning permission is sought for the construction of an overflow car park. This would create parking for around 50 vehicles. It is intended that this would be a temporary facility, in place for three years. There would be a gate on the entrance to the car park, as well as an area of grass within the site, which would be bounded by a small fence.**

**The site, off Queens Drive in Exmouth, lies within the built up area boundary of the town, part of which is recognised as a regeneration area; it lies close to the Exmouth Conservation Area to the north. It formerly comprised various structures associated with, or part of, the adjoining outside amusement park. The site has been cleared and has been used as a compound for the works taking place associated with the alterations to the road and creation of a new car park following the approval of planning permission for a water sports centre on the land to the south of the site (under permission 15/2487/MRES).**

**The applicant has stated that the works taking place in the area have/will result in a net reduction of approximately 75 car parking spaces. With that in mind, the proposed overflow car park would provide approximately 50 additional places, which can be used during peak times. This is considered to be a suitable justification for the proposal, especially as the site is close to a number of key attractions, such as the bowling centre, Queens Drive Space and the beach.**

**In terms of principle, the site is located within the built-up area of Exmouth, but is within an area specified as being for entertainment in the master plan for the regeneration of the area. Clearly, the proposal is not for an entertainment purpose. However, it would be temporary and would facilitate improved access to the**

facilities which are currently present in that area, by way of providing additional parking at busy times to compensate for that lost in the area. Whilst there are other parking facilities in Exmouth, these are considered to be too far from the site to have the same impact. As such the proposal would support the temporary uses and Watersports Centre, is itself temporary in nature, and in the absence of any other planning proposals for the site, a car park use is considered to be acceptable in planning terms until its long-term future is decided.

It is considered that the proposal complies with all the relevant policies in the East Devon Local Plan and the recently 'made' Exmouth Neighbourhood Plan, as it would not be detrimental to:

- highway safety,
- the amenity of the occupiers of other properties,
- the conservation area or other heritage assets,
- wildlife, or
- flood risk.

Consequently, it is considered that the proposed temporary car park is acceptable, and it is recommended that this application is approved.

## **CONSULTATIONS**

### **Local Consultations**

Parish/Town Council  
Meeting 14.05.19

Comment in respect of original application only.

The application was proposed as supported but was voted against by majority on the grounds of:

- ' Over supply of car parking as Maer Road car park was underutilized.
- ' Creation of more CO2 emission near the children's play area.
- ' Application was unjustified as the site identified was designated as a recreation and leisure zone under phase 3 proposals for the seafront.
- ' Pedestrian safety in the area of proposed car park.

Further comments 29.05.19:

Meeting 28.05.19

The amended plans were considered and it was proposed initially that the temporary permission was reduced from 3yrs to 2yrs. An amendment followed that the proposed temporary permission of 2yrs was reduced to 18 months. The proposal and the amendment was voted against on a majority on the grounds as stated on the original application plus additional reasons of:

- ' That area of land should have been set aside for over 7's recreation not an unsightly and inappropriate development.

- ' Vehicle movement along the seafront should be discouraged for climate change and more sustainable methods of transport be encouraged such as Park & Ride, Land Train and cycling.
- ' No electric car charging points.
- ' The use is contrary to EDDC Local Plan RC4 & RC6.

Exmouth Littleham - Cllr Nick Hookway

I am objecting to this planning application as I believe that it is unjustified, unnecessary and unhelpful.

The proposed car park covers an area that is already subject to a previous planning application 18/2842/FUL which provides 36 months for the Temporary attractions as part of the "Open Space" attractions. This area is designated as an area for entertainment, recreation and leisure and as such forms part of Phase 3 of EDDC's plans to redevelop Queen's Drive. Plans to develop this area in the long term are due to be presented as a public consultation in association with Wayne Hemingway.

Public concern over the redevelopment of this area is such that any additional work must be part of a coherent, well presented plan which has been through the scrutiny of a public consultation. This application appears to be hastily assembled with documents being added to the application at a late stage. One aspect that concerns me greatly is the environmental impact that this application would have. This is an area that should have strong visual appeal though the use of natural vegetation to contrast with those areas of hard standing that have recently been built as part of the Phase 1 and 2 developments. There is a real danger here that the attractiveness of the Queen's Drive is being endangered by creating what amounts to a retail style car park with little concern given towards landscaping or screening.

The issue of the loss of car parking spaces within the application is a topic that has been discussed with other applications concerning the Queen's Drive redevelopment. There appears to have been no consideration given to other more sustainable methods of transport for visitors. A park and ride scheme would have addressed some of these issues as would a more frequent bus service. The need for better signage from the Railway station and the town centre has already been identified by Wayne Hemingway. Vehicles could well be directed to use the Maer Road car park which is generally underused.

I am also concerned that this car park would be locked until required. This is much to loose an arrangement. Locking a car park with a barrier can well be an invitation for illegal camping. Such an arrangement may well lead to the area being used for other anti-social activities.

If approved this car park would encroach upon the "Open Space" area and will be right next to a young children's playground. As recent media campaigns have highlighted very young children are most susceptible to air pollution from motor vehicles so that this application seems far from ideal and may well deter those parents and families who we wish to attract to Queen's Drive to spend money on the seafront. The "Open Space" area is subject to a three year temporary planning application and residents are waiting to hear from the District Council how it intends to provide a permanent

development for this site. Extending car parks in a piecemeal manner will not provide residents with the assurances they seek. From the description given in the planning application this overflow car park is described as a temporary arrangement. Why then does it need a Full planning application? Such confusion is unhelpful.

I am also concerned that Site notices for this planning application have not yet been posted. Despite verbal assurances from certain Town Council members that the site notices were posted, I have been unable to locate these notices. Therefore members of the public have not been made aware of this application. The expiry date for this application must be extended as site notices must be present for 21 days.

Therefore, this application makes no sense and would appear to be an unnecessary ad hoc arrangement that hasn't been justified.

Exmouth Littleham - Cllr Chris Wright

I object to the application as I believe it is both inappropriate and unnecessary.

The area is designated as open space and for suitable leisure use in the phase 3 development of this area of Queens drive, not car parking.

I would reiterate the concerns already raised that this is far from a coordinated development of the area and lacks the planning and forethought residents would expect to see on this project. There appears to be a lack of information provided on flooding, environmental considerations, and merely creates more hard surfaces as opposed to the open nature of this part of the seafront which should be protected and enjoyed.

There is no clear financial data to demonstrate the additional work will in fact produce a net gain for the public purse from the additional spend.

I would question the necessity of the proposal with the improvements currently being undertaken in the adjacent Maer car park, and in the peak periods additional overflow parking is available in the nearby Cricket ground. I am sure any additional revenue this local sports club can generate during the disruption caused by the development would be gratefully received.

The proximity to the children's play area of additional vehicles would also raises concerns on road safety with additional vehicle movements so close to families visiting the site, noise pollution and air quality.

However my major concern would be that I believe this application is seeking to address a long term problem in a perceived lack of parking for commercial consideration and if the application were to be approved the area will never return to open space for leisure use for which it is intended.

Further comments:

I note in the draft report regarding additional car parking availability in the vicinity is raised and that there is no suitable alternative facility. Can I ask why the Cricket Club car park that operates throughout the summer is being overlooked?

This operates daily throughout the summer period when additional spaces are required.

We are in danger if that comment remains of looking rather short sighted to anyone who knows the area.

Just to be clear I have no conflict of interest here, I like cricket but that's as far as that goes, I look forward to hearing from you.

#### Exmouth Littleham - Cllr Bruce De Saram

I note as has been pointed out that the area under consideration is designated as open space and for suitable leisure use in the phase 3 development of this area of Queens Drive. I accept as many commentators state that this application has not been presented in a most ideal manner but I believe that it has responded to an identified need as I will go on to argue.

In regard to car parking policy research indicates that policy in general is targeted at getting people out of the car and onto the bike, or into the bus or train, which has been the challenge for policy-makers for years. It is a difficult task when the car's convenience is unrivalled.

Every car trip begins and ends in a parking space. Each parking space takes up an area that ranges from 15 to 30 m<sup>2</sup>. Car drivers need between two to five different parking spaces every day.

This application is needed, as the applicant states to be an overflow car park on a temporary basis, to cope with the net reduction of approximately 75 car parking spaces at busy times to compensate for that lost in the area. Therefore a clear need has been established as to why this application has been submitted.

On a closer examination of policies it is relevant to Policy E20 because I believe that it satisfies point 3 namely that the locality is capable of accepting increased numbers of visitors without giving rise to problems related to access, road safety or congestion as supported by the DCC. In fact DCC state in their comments that increased off-carriage way parking can only decrease on-street parking and this would be seen as an improvement to the county highway network. The Exmouth Neighbourhood Plan supports it at Policy EE1 as this proposal does not adversely affect the character and functioning of the local area because as was stated its temporary and would facilitate improved access to the facilities.

Unfortunately I have not seen sight of any technical report provided by either the applicant or the objectors to support categorically the suggestion made that this application would definitely harm very young children due to air pollution caused by motor vehicles. I would therefore suggest that in the absence of such a detailed report protection is afforded to them in accordance with Policy EN14.

In summary I understand that this application is very finely balanced given some of the reasons for objecting and given the fact that this application is not for an entertainment purpose I can see that a refusal could be justified if it is felt that there is sufficient car parking in the area already which will outweigh the benefits of this proposal.

However I would conclude by stating that I believe that this application has sufficient policy support to overcome many of the objections raised and so I would support this for temporary usage only.

## DISCLAIMER

Please note that should this come to DMC I reserve my final view on this application until I am in full possession of all the relevant arguments both for and against.

### **Technical Consultations**

#### South West Water

With reference to the planning application at the above address, the applicant/agent is advised to contact South West Water if they are unable to comply with our requirements as detailed below.

#### Asset Protection

Please find enclosed a plan (view under "associated documents tab") showing the approximate location of a public sewer in the vicinity. South West Water will need to know about any building work over or within 3 metres of a public sewer or lateral drain. We will discuss with you whether your proposals will be affected by the presence of our apparatus and the best way of dealing with any issues as you will need permission from South West Water to proceed.

The applicant/agent is advised to contact the Developer Services Planning to discuss the matter further.

I trust this clarifies the water and drainage material planning considerations for your LPA, however if you have any questions or queries, please do not hesitate to contact me either via e-mail: [developerservicesplanning@southwestwater.co.uk](mailto:developerservicesplanning@southwestwater.co.uk) or direct line: 01392 443983.

Please quote reference number MPP160519 EX8 2AY in all communications and correspondence.

#### County Highway Authority

The site in question is located on an internal road, classification Q5163, which is currently under a section 38 agreement for adoption by the County Highway Authority. This then leads onto Queens Drive classification L3901.

Increased off-carriageway parking can only decrease on-street parking and this would be seen as an improvement to the county highway network due to fewer manoeuvres in the carriageway and obstructions to free-flowing traffic.

Therefore the County Highway Authority has no objections to this planning application.

#### Recommendation:

THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, HAS NO OBJECTION TO THE PROPOSED DEVELOPMENT

#### Environment Agency

Environment Agency position

We recommend this application is not determined until further information is provided.

#### Reason

We have reviewed the submitted flood risk assessment prepared by EDDC, (dated 17 April 2019). Whilst a combination of local knowledge and a broad agreement of the summary and recommendations of the assessment would suggest that the Environment Agency is mindful to accept the proposals, the assessment provides no consideration of the frequency of flooding, and flood depths, attributable to the application site.

Therefore, in order to progress the application, a brief addendum to the flood risk assessment should be provided, comparing site levels to extreme tide heights for the location. It should be demonstrated that the proposed car park is usable for the vast majority of the time, with the absence of any flooding. The Environment Agency would be happy to provide suitable tide levels to assist with this.

#### Environment Agency position

We reiterate our recommendation that this application is not determined until further information is provided.

#### Reason

The additional detail has been reviewed, but unfortunately this does not address the Environment Agency's previous flood risk comments mentioned in our previous response (ref. DC/2019/120578/01-L01, dated 14 May 2019).

Therefore, our previous position still stands.

Further comments 12.0619:

OVERFLOW CAR PARK OF APPROXIMATELY 50 VEHICLES  
LAND OFF QUEENS DRIVE, EXMOUTH, DEVON, EX8 2AY

Thank you for re-consulting us on this planning application.

#### Environment Agency position

Following review of the addendum to the Flood Risk Assessment (FRA), we are able to remove out objection to the proposed development.

Reason - The site is located in flood zone 3, identified by Environment Agency flood maps as having a high probability of flooding. The 'Addendum to FRA' document addresses the outstanding concerns raised in our previous responses. The addendum demonstrates that the car park will remain safe from flooding and operational for the majority of the time, and at a low risk during extreme events.

We also consider that the proposed development is in line with the National Planning Policy Framework in that it will not result in an increase in flood risk elsewhere.

#### Other Representations

17 letters of objection, and one other representation, have been received.

The objections raised are as follows:

- Flood risk.

- Conservation area impact.
- Noise.
- Traffic congestion/highway safety.
- Landscape impact.
- Does not comply with the master plan.
- Whether the use will be temporary.
- The site could be used for another purpose all year.
- There are other car parks available.
- Impact on the Mere and estuary.
- Shouldn't be encouraging more cars.
- Site should be used for over 7's play.

The author of the support letter gives the following reasons for their support:

- The proposed use is sensible given the current use of the site.
- It will compensate for the parking spaces lost.

### **PLANNING HISTORY**

<b>Reference</b>	<b>Description</b>	<b>Decision</b>	<b>Date</b>
13/1819/MOUT	Construction of new buildings on 3.6 hectare site for : watersports centre with storage (1450m2); holiday accommodation with parking and gardens (3000m2); indoor leisure activity buildings (1165m2) with external attractions and staff parking; new cafe, restaurant and retail use (1200m2); a minimum 250 space car park; landscaping; realignment of Queens Drive and continuation of pedestrian promenade; improved connectivity to the Maer and beach; and the selected demolition of existing buildings. Outline planning application with all matters reserved except layout.	Approval with conditions	24.01.2014

15/2487/MRES	Approval of access, appearance, landscaping and scale for the highway re-alignment and parking areas, demolition of cafe, selected beach huts and shelter as part of the reserved matters of outline application 13/1819/MOUT.	Approval with conditions	21.03.2016
15/2493/FUL	Infill of 2 no ponds with site-won material from adjacent highway works	Withdrawn	11.03.2016
17/0099/MRES	Reserved matters application pursuant to outline application 13/1819/MOUT seeking approval of access, appearance, landscaping and scale for the construction of new buildings including watersports centre, holiday accommodation, indoor leisure and retail uses.	Approval with conditions	13.04.2017
17/2944/FUL	Temporary use of land, buildings and structures for a twelve month period for the purposes of entertainment, recreation and leisure to also include the permanent infilling of existing boating ponds plus all associated infrastructure and development	Temporary Approval	16.03.2018
18/0376/MFUL	Construction of new water sports centre including various facilities for water sports users, a cafe, restaurant and retail plus car parking and open space together with associated infrastructure including new stepped and ramped access to the beach and landscaping	Approval with conditions	07.06.2018

18/2496/FUL	Temporary use of land, buildings and structures for a 12 month period for the purposes of entertainment, recreation and leisure	Withdrawn	17.12.2018
18/2842/FUL	Temporary use of land, buildings and structures for a thirty six month period for the purposes of entertainment, recreation and leisure.	Approval with conditions	15.02.2019

## **POLICIES**

### Adopted East Devon Local Plan 2013-2031 Policies Strategy 6 (Development within Built-up Area Boundaries)

Strategy 22 (Development at Exmouth)

D1 (Design and Local Distinctiveness)

EN10 (Conservation Areas)

EN21 (River and Coastal Flooding)

EN22 (Surface Run-Off Implications of New Development)

E20 (Provision of Visitor Attractions)

TC2 (Accessibility of New Development)

TC7 (Adequacy of Road Network and Site Access)

### Exmouth Neighbourhood Plan 2018 – 2031

Policy EN1

Policy EN5

Policy EB1

Policy EE1

Policy EE6

Policy GF3

### **Site Location and Description**

The site lies within the built up area boundary of Exmouth. This part of which is recognised as a regeneration area; it lies close to the Exmouth Conservation Area to the north. It formerly comprised various structures associated with, or part of, the adjoining outside amusement park. The site has been cleared and was used as a compound for the works taking place associated with the alterations to the road and creation of a new car park following the approval of planning permission for a water sports centre on the land to the south of the site (under permission 15/2487/MRES). The site forms part of the Phase 3 regeneration for the area.

The land to the west of the site is now occupied under the previous temporary consent as an events and entertainment space.

To the south of the site lies Queens Drive (where works to realign the road have taken place), with the beach and sea beyond. To the north, there is an escarpment with residential properties on top that fall within the Conservation Area, to the east a car park is currently under construction and, beyond that, there is an arcade and crazy golf course. The bowling club lies to the north-east of the site.

### **Proposed Development**

Planning permission is sought for the construction of an overflow car park. This would create parking for around 50 vehicles. It is intended that this would be a temporary facility, in place for three years until the future of Phase 3 is resolved. There would be a gate on the entrance to the car park, as well as an area of grass within the site, which would be bounded by a small fence. The area of grass would be used for attenuation for surface water.

### **ANALYSIS**

The main issues for consideration are the justification/principle of the proposal, visual impact, highway safety and flood risk.

#### **Justification for the proposal**

The applicant has stated that the works taking place in the area have/will result in a net reduction of approximately 75 car parking spaces. With that in mind, the proposed overflow car park would provide approximately 50 additional places, which can be used during peak times. For information, the original car park on the site provided approximately 198 spaces with the new car park providing 121 spaces at present with further to be provided as part of any Phase 3 development.

Given the loss of parking resulting from the wider works taking place, and the pressures for car parking in Exmouth during peak times, it is considered that there is sufficient justification for the proposal. Additional summer car parking is provided by

the nearby cricket club, and whilst this can continue, and potentially be increased, the proposal will help to address the current shortfall.

Furthermore, the current use of the site lends itself to the proposed use and no significant harm can be identified from the temporary use of the land for car parking until the longer-term future of the site is determined.

It has been suggested that the site be better put to use for an over 7's play space. Regardless of whether or not this is the case, there is no planning application for this and the current application has to be considered on its merits. As the approval of a temporary car park does not prevent an application from being submitted for a further play area if considered appropriate, and there are benefits from the temporary car park, it is hard to identify any harm from the current proposal to justify refusal of planning permission.

### **Principle of development**

The proposal site is located in a key area for recreation in Exmouth, with the Queens Drive Space, the Maer, Bowling Centre, the beach, as well as various other recreation facilities located close to the site. Furthermore, in due course, a water sports centre will be located in the vicinity of the site. Given this, it is reasonable to consider that the proposed car park would contribute to the provision to leisure facilities in Exmouth, through the provision of enhanced parking for visitors and users of the aforementioned facilities, and the likely subsequent contribution to the economy of the town from visitors.

The site lies within the built up area boundary of Exmouth, and there has been a long and established history of recreational activities taking place on the site and within the vicinity of it. This area forms part of a wider regeneration area identified in Strategy 22 of the Local Plan, and has been the subject of previous applications and public consultations seeking to secure long term uses. The Watersports Centre and temporary uses have now have been granted permission, with Phase 3 (within which the site sits) expected to be part of further public consultation. Clearly, however, the proposed car park is not a recreation use on its own; rather it would supplement and facilitate the use of the aforementioned recreation facilities before Phase 3 is finalised and implemented.

With that in mind, it is considered noteworthy that the East Devon Local Plan supports the provision of tourist and visitor attractions under Policy E20 subject to a number of criteria including having an acceptable visual impact, no harm to highway safety and no impact upon the amenity of nearby residents or the area. These matters are considered further below.

Additionally, Policy EE6 of the Neighbourhood Plan states:

*"Policy EE6: That in phase three of the regeneration scheme and any subsequent phases for the QDD area on the Seafront:  
o Buildings and land use should be related to serving the tourism industry as well as local residents and to the provision of visitor facilities for the benefit to the community through job-creation.*

*o Any new buildings should be of a scale that is in sympathy with the immediate vicinity and to preserve the views of the existing backdrop of trees along Madeira Walk.*

*o All buildings should be of high quality design and the balance between buildings and open areas should be maintained.*

*o Development should have regard to the Maer local nature reserve and the nearby AONB and also to the adjacent sports facilities."*

It is noteworthy that the site lies within Phase 3 of the regeneration area and, despite the temporary nature of the proposal, it is considered that the proposal complies with the criteria listed within Policy EE6 of the Neighbourhood Plan.

### **Visual impact**

The surrounding area is relatively flat, save for the escarpment to the north, which is tree covered. With this in mind, the use of the land for a car park, given the nature of the surrounding land uses, is considered to be consistent with the area and landscape features.

The heritage assets viewed from the area of the application site include Trefusis Terrace which, although not listed, does lie within the Exmouth Conservation Area. The terrace which is elevated to the north and provides a rhythmic roofscape to the skyline. Furthermore, the setting of the conservation area identified as the land between the raised ridgeline and the beach is presently very open and without any significant structures. This proposal would not alter this situation and as such it is considered that the proposal would have an acceptable visual impact, particularly bearing in mind the proposal is only for a temporary three year period. As such there would be no harm to heritage assets from a temporary consent.

### **Highway safety**

The County Highway Authority has not raised any concerns relating to highway safety and the site will benefit from a suitable and safe access and location close to the beach and a number of attractions. The site would be fenced from the adjoining temporary uses to protect uses from the proposed car park. Consequently, the proposal is also considered to be compliant with TC7 (Adequacy of Road Network and Site Access) of the Local Plan.

### **Amenity of nearby residents.**

The closest residential neighbours are those to the north of the site in Trefusis Terrace. It is considered that the proposed land use would not have any impact on occupiers of those properties, especially as no lighting is proposed, and the car park would only be used at peak times, with gates to ensure that this is managed.

### **Flood risk**

The site is located in a flood zone, as determined by the Environment Agency (EA). It is proposed to surface the car park using a surface similar to that of the existing stone surfacing. It is proposed water run-off would be dealt with by way of a soak-away on

the adjoining grass. Some concerns have been raised about the proposal resulting in an increased flood risk.

The EA originally objected to the application seeking further information but following the submission of this the EA have confirmed the removal of their objection.

### **Other matters**

The application site is currently surfaced and appears to be a little value to wildlife. It is not within any designated area in terms of wildlife, with the nearest of them being the Exe Estuary and The Maer. No lighting is proposed. With that in mind, and given the current use and condition of the site, it is considered that the proposal is acceptable in terms of its impact on wildlife and surrounding ecology. It is not considered that an Appropriate Assessment is required for the proposal as the car park is simply replacing, on a temporary basis, car parking spaces to be lost when the Watersports Centre opens and will simply be used by existing vehicles. As such, the proposal in itself will not result in any likely significant effects on designated habitats or features.

A total of 17 objections to the application have been received from members of the public. Many of the comments raised in those are considered above. Those which aren't are:

A. There are other car parks in Exmouth.

It is true that there are other car parks available within Exmouth, including informal provision nearby at the cricket club on occasion. However, these are not compensating for the loss of spaces on the site or actively addressing the likely increase in demand once the Watersports Centre becomes operational. In addition, it is hard to identify any significant planning harm from the proposals to resist a temporary car park for 3 years.

B. Will the use be temporary?

The applicants have clearly stated that the proposed car park would be in place for 3 years. In the event that this application is approved, this can be secured by condition.

C. The site is on phase 3, and should be used for entertainment.

It is true that the masterplan for the regeneration of the area does indicate that the site in question is allocated to entertainment. However, the use would be temporary and earlier stages of the regeneration are not yet complete. The proposal would complement the earlier uses, and be limited to three years by condition.

In addition, the grant of temporary planning permission does not prevent further application for leisure uses from being submitted, and in the absence of other uses being submitted for planning permission, and given that Phase 3 remains unresolved, it is difficult in planning terms to resist the use of a vacant site for car parking that will provide some benefits to visitors.

D. More cars should not be encouraged.

It is considered that the proposal would not necessarily result in more cars as, even when the proposed spaces are taken into account, the applicants have advised that there would be less parking available than there was prior to any works taking place in the Queens Drive area. In addition, demand for spaces is likely to increase as a result of the opening of the Watersports Centre.

E. Noise.

It is considered that the proposal would not give rise to any harmful levels of noise than those which currently exist on the site.

F. The site could be used for another purpose all year.

Whilst this may be true, it is the job of the Local Planning Authority to consider the proposal submitted for determination.

## **CONCLUSION**

Planning permission is sought for the construction of an overflow car park. This would create parking for around 50 vehicles and would be a temporary facility in place for three years.

The applicant has stated that the works taking place in the area have/will result in a net reduction of approximately 75 car parking spaces. With that in mind, the proposed overflow car park would provide approximately 50 additional places, which can be used during peak times. This is considered to be a suitable justification for the proposal, especially as the site is close to a number of key attractions, such as the bowling centre, Queens Drive Space and the beach. The grant of temporary planning permission does not prevent other uses being proposed on the site, and in the absence of other proposals it is difficult to resist a temporary car park in planning terms.

In terms of principle, the site is located within the built-up area of Exmouth, but is within an area specified as being for entertainment in the master plan for the regeneration of the area. Clearly, the proposal is not for an entertainment purpose. However, it would be temporary and would facilitate improved access to the facilities which are currently present in that area, but way of providing additional parking at busy times to compensate for that lost in the area. Whilst there are other parking facilities in Exmouth, these are considered to be too far from the site to have the same impact. As such the proposal would support the temporary uses and Watersports Centre.

It is considered that the proposal complies with all the relevant policies in the East Devon Local Plan and the recently 'made' Exmouth Neighbourhood Plan, as it would not be detrimental to highway safety, the visual amenity of the area, heritage assets, and wildlife or flood risk.

Consequently, it is considered that the proposed temporary car park is acceptable, and in the absence of any significant planning harm, is recommended for approval.

## **RECOMMENDATION**

APPROVE subject to the following conditions:

1. The use of the land hereby permitted shall only operate for a period of 36 months from the date of this decision.  
(Reason - To clarify the permission and as it is for a temporary period only).
2. The development hereby permitted shall be carried out in accordance with the approved plans listed at the end of this decision notice.  
(Reason - For the avoidance of doubt.)
3. Prior to the first use of the car park hereby approved, details of the entrance gate shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the gate shall be provided in accordance with the approved details.  
(Reason - In the interests of the appearance of the site and surrounding area in accordance with Policies D1 (Design and Local Distinctiveness) and EN10 (Conservation Areas) of the East Devon Local Plan, and Policy EN1 of the Exmouth Neighbourhood Plan).

### NOTE FOR APPLICANT

Informative:

In accordance with the aims of Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 East Devon District Council works proactively with applicants to resolve all relevant planning concerns; however, in this case the application was deemed acceptable as submitted.

### Plans relating to this application:

	Location Plan	18.04.19
3513964A-HHE- SK66 REV C	Layout	18.04.19

### List of Background Papers

Application file, consultations and policy documents referred to in the report.