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| <b>COMMITTEE:</b>       | <b>CABINET</b>  |
| <b>DATE:</b>            | <b>18 DECEMBER 2003</b>   |
| <b>SUBJECT:</b>         | <b>COACH AND LORRY PARK PROPOSALS</b>   |
| <b>REPORT OF:</b>       | <b>DIRECTOR OF PLANNING, REGENERATION AND AMENITIES</b>   |
| <b>Ward(s):</b>         | Devonshire and St Anthony's   |
| <b>Purpose:</b>         | To consider alternative locations to Wartling Road for the parking of coaches and lorries.  |
| <b>Decision type:</b>   | Key Decision  |
| <b>Contact:</b>         | Jefferson Collard, Development Planning Manager,<br>01323 415252 or internally on extension 5252.<br><br>E-mail address jeff.collard@eastbourne.gov.uk  |
| <b>Recommendations:</b> | <p>1. Authority to enter into formal negotiations to facilitate the provision of:-</p> <p>a) An alternative lorry park in accordance with Policy TR15 of the Eastbourne Borough Plan 2001-2011.</p> <p>b) An overnight coach park on land adjoining Eastbourne Buses, Birch Road</p> <p>2. Authority to market the Wartling Road Coach and Lorry Park site in accordance with the planning brief.</p> <p>3. Authority for the Director of Finance and Corporate Services to agree the contracts on all land deals after consultation with the Coach and Lorry Park Project Board.</p> |

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| 1.0 | <b><u>Background</u></b>  |
| 1.1 | During preliminary work on the preparation of the Seafront Strategy the Tourism and Leisure department recognised that the current facilities and location for coach parking in the town was inadequate. In particular it was noted that the day parking for coaches on such a remote site was being criticised by the coach operators. They wanted a site that was much closer to the drop off and pick up point (i.e. the Pier head). Nearby parking would minimise their travel time and place the driver close to the refreshments and the facilities of the town centre.   |
| 1.2 | The facilities needed for over night parking of coaches are different to that of day coaches. They require good security, washing facilities and if possible the ability to carry out emergency repairs.  |
| 1.3 | As new sites were required the issue of coach parking was therefore considered as part of the review of the Borough Plan. The Tourism department believed that the existing Cavendish Place Coach Station would be an ideal site to meet the day operators requirements. Also at this time Eastbourne Buses had been attracting coaches to their site in Birch Road. The facilities of a canteen used by fellow drivers, good security, washing and repair facilities, plus easy access around the town on one of the buses, made it an attractive choice. This could therefore possibly be a site for overnight coach parking. The Wartling Road site was, therefore, considered carefully in the light of the review of the Borough Plan. |
| 1.4 | The conclusion of the work was that alternative sites should be found for the existing uses releasing the prominent and gateway site to the seafront, for a better, more efficient use. With the pressure from Government looking to use Brownfield sites instead of Greenfield sites for housing, the Borough Plan made the following allocations:-<br><br>a) Coach Parking on the former Cavendish Place Coach Station<br><br>b) Lorry Parking on Elm Grove field, later replaced with with a criteria based policy that was not site specific.<br><br>c) Housing on the Wartling Road site reducing the need to build housing on a Greenfield site.  |

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| 1.5 | As the Borough Plan progressed through its public consultation these proposals did receive some objections to a more or less degree. However the policies were thoroughly tested at the public inquiry and the independent inspector confirmed that the Borough Council's strategy was acceptable.  |
| 1.6 | With the publication of the inspector's report in December 2002 the Director of Planning, Regeneration and Amenities set up the Coach and Lorry Park Task group with an associated Project Board to implement the policy.   |
| 1.7 | At about the same time the potential receipt from the sale of the Wartling Road site was built into the Capital Programme for 2004/05. The programme is dependant on achieving a significant capital receipt from the sale of this land. This timetable has guided the work of the officers to ensure that this finance is delivered on time.   |
| 1.8 | The Task Group has been concentrating on two main issues, finding sites for lorry parking and overnight coach parking. These are the subject of this report. The Task Group has also been progressing discussions with the owners of the Cavendish Place Coach Station and an update on this site is given in this report. A Planning Brief for Wartling Road has also been produced and this is the subject of a separate report. Authority to market the site is a recommendation of this report as it is dependent on Members' decision to relocate the existing uses. Once Cabinet has agreed to market the site, officers will also begin the planning process with the submission of an outline planning application. |
| 2.0 | <b><u>Overnight Coach Parking</u></b>   |
| 2.1 | With the Eastbourne Buses site already proving popular with coach operators, discussions with the company identified that they did not have sufficient capacity to compensate for the closure of the Wartling Road site. The solution proposed is to expand the current site area and reorganise the traffic flow within the site to maximise its efficiency. The Bus Company believe that a small expansion will allow overnight parking for 60 coaches to be accommodated on the site.  |

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| 2.2 | The proposal is shown in Appendix 1 as a small extension into the adjoining tree belt with the planting of further trees beyond the current planted area. This would allow expansion of the existing site while maintaining the tree screen. The land is owned by the Duke of Devonshire and his local agents have no objection in principle with this proposal  |
| 2.3 | The confidential report elsewhere on this agenda explains the principle of the land deal if Members confirm that negotiations can be formalised.   |
| 3.0 | <b>Lorry Parking</b>   |
| 3.1 | Members have considered the desire to provide a lorry park in the past and decided that a site should be found. Policy TR15 in the adopted Eastbourne Borough Plan lays out the criteria on which to judge the suitability of a site.  |
| 3.2 | The provision of a lorry park is not a statutory function and therefore the Borough Council does not have to provide such a facility. However the provision of a lorry park has allowed the Borough Council to instigate a bylaw preventing on street lorry parking for vehicles over 5 tonne (gross vehicle weight). The potential advantages and disadvantages of the provision of a lorry park are discussed in Appendix 2. This report is written on the basis that the current policy of providing a lorry park remains a Member requirement. |
| 3.3 | The Task Group has considered carefully how to provide a lorry park that improves on the current facility and will be efficient to run and manage. There is limited opportunity for sites that will meet the criteria and would receive public support. However officers have found a site which would seem to meet all the criteria. However due to commercially sensitive negotiations currently underway the site cannot be named at this time, although mention is made in the confidential report elsewhere on this agenda.                   |

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| 3.4 | <p>Informal discussions have been opened with the owners of the site and in principle they would like to go into partnership with the Council. The confidential report explains the principle of the land deal if Cabinet is inclined to confirm that negotiations can be formalised.</p>   |
| 4.0 | <h2 style="text-align: center;">Day Coach Parking</h2>  |
| 4.1 | <p>Policy TC2 of the Borough Plan proposes the existing use at the Cavendish Place Coach Station to remain. This site has recently been purchased by a new owner. Officers are in preliminary discussions on how the site can be developed to maintain a coach parking area while providing other uses to make a viable development. These discussions will continue and if a viable development can not be achieved, a report will be brought to Cabinet to suggest a way forward.</p> |
| 4.2 | <p>The Borough Plan suggests the provision of 35 coaches on the Cavendish Place site. However the precise number will not be known until detailed plans have been prepared taking into account turning movements, layouts and access but it is not expected to be less than 30 coach parking spaces.</p>  |
| 4.3 | <p>In the past, day coach numbers have peaked at 44 (see background paper). Therefore the Cavendish Place site will not be large enough at peak times.</p>  |
| 4.4 | <p>The Borough Council owns the little used coach drop off area in Junction Road adjacent to the multi-storey car park. Reorganisation of the kerbs in this area would provide parking for 16 coaches. This together with say a minimum of 30 coaches at Cavendish Place would exceed the current peak demand (Appendix 3 for site plan of the Junction Road site).</p>   |

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| 4.5 | <p>There are further possibilities of day parking at the Eastbourne buses site. The site is not used to capacity during the day when buses are in use. It is at night when all the buses are in the depot that capacity is restricted. Therefore, if demand for day coach parking increases, or if the Cavendish Place site is not provided in time, the bus depot in Birch Road could be a further overflow area. The Birch Road site is clearly not in the town centre and is in fact about the same distance beyond the centre as Wartling Road. However the Birch Road site offers significantly better facilities over and above the Wartling Road site and as a part-time overflow site is considered acceptable.</p> |
| 5.0 | <p><b><u>Consultations</u></b></p>  |
| 5.1 | <p>The retention of the existing use of Cavendish Place Coach Station and the principle of relocating the uses from the Wartling Road site was subject to consultation as part of the Borough Plan process. Both sites were also debated at the public inquiry.</p>   |
| 5.2 | <p>The recent more detailed proposals have been discussed internally with key officers, guided by the Project Board. The sites will be subject to public consultation during the planning application stage.</p>  |
| 6.0 | <p><b><u>Environmental Implications</u></b></p>   |
| 6.1 | <p>Coach travel to Eastbourne is a sustainable mode of transport that should be encouraged. Provision of better located sites and with improved facilities will help promote this form of transport. Provision of coach parking alongside existing bus parking facilities maximises efficiency by using the same services and land take, reducing the need to build further facilities elsewhere.</p>   |
| 6.2 | <p>Provision of a lorry park close to good existing transport nodes minimises travel distances for vehicles seeking facilities. It will also mean that only vehicles needing to deliver in Eastbourne will travel into the town minimising road congestion from lorries.</p>  |

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| 6.3 | The use of Wartling Road for housing helps achieve our Structure Plan target and minimises the land take of greenfield sites. It is therefore a good sustainable use of brownfield land.   |
| 7.0 | <b><u>Financial Implications</u></b>   |
| 7.1 | The Capital Programme requires a significant injection of funds during 2004/05 to meet the planned spend for that year and subsequent years. The sale of the Wartling Road site is critical to meeting this expenditure. The confidential report outlines the expectations from the sale of the site. It shows that the Capital Receipt following the expenditure on the provision of alternative sites for existing uses meets the expectations of the Capital Programme.   |
| 7.2 | Wartling Road currently brings an annual revenue sum to the Council of about £60,000. This will be lost with the sale of the site. However it is anticipated that it will be offset to some degree with an income stream from the operating arrangements proposed for the provision of the alternative sites. This is explained in the confidential report.  |
| 7.3 | The Project Board has set the timetable for the funds from the sale of Wartling Road to be available in September 2004. To ensure there is the minimum risk to the Council, the funds for the land deals will not be released until Wartling Road is sold. Therefore it will be a condition of the sale of Wartling Road that the site remains available for its current uses while the new sites are prepared. This is likely to be in the order of 12 months. This will mean that the land deals will need to be held with a non-returnable deposit (see confidential report). |
| 8.0 | <b><u>Other Implications</u></b>   |
| 8.1 | This report has no negative implications for youth, human rights or anti-poverty issues. With regard to human resources the work will be carried out by the Task Group set up to oversee the project bringing in specialist help as required. If the Group needs further funding then a separate request will be made, however with the allocation of £125,000 enabling funds at the last meeting it is not anticipated that further funds will be needed this financial year.   |

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| 9.0  | <u>Summary</u>  |
| 9.1  | The Council has made a commitment to improve facilities for coach operators in the town. This involves moving the facilities from Wartling Road including the inappropriate use of a lorry park in this prominent and gateway site to the seafront.   |
| 9.2  | This report identifies proposals for the 3 main uses of the Wartling Road site. It involves facilitating the provision of the sites using some of the proceeds from the sale of Wartling Road, but leaving available a significant sum to contribute towards the Capital Programmes for 2004/05 and subsequent years. |
| <p><b>Norman Kinnish</b></p> <p><b>Director of Planning, Regeneration &amp; Amenities</b></p>  |   |
| <p><b>Background Papers:</b></p> <p>The Background Papers used in compiling this report were as follows:</p> <ul style="list-style-type: none"> <li>· Eastbourne Borough Plan 2001-2011</li> <li>· Lorry Parking : Background Paper</li> <li>· Coach Parking : Background Paper</li> </ul> <p>To inspect or obtain copies of background papers please refer to the contact officer listed above.</p> |   |
| Jfc/reports/Cabinet 18 12 03 – C & L Park  |   |

APPENDIX 1

## Appendix 2 – The Advantages and Disadvantages of the Provision of a Lorry Park

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| Advantages of having a lorry park | Disadvantages of not having a lorry park |
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| <ul style="list-style-type: none"> <li>· Able to enforce a more restrictive lorry ban on streets more effectively</li> <li>· Brings an income into the Council</li> <li>· Supports local business's with a convenient stop for early and late deliveries</li> <li>· Provides local business's with nearby off street parking</li> </ul>   | <ul style="list-style-type: none"> <li>· More difficult to impose a harsher lorry ban so an increase of on street lorry parking</li> <li>· Increase cost of enforcement to prevent on street parking of lorries</li> <li>· Loss of income</li> <li>· Having provided a lorry park since the 1970's its removal may be seen as a retrograde step and considered as 'asset stripping'</li> </ul> |
| <b>Disadvantages of having a lorry park</b>   | <b>Advantages of not having a lorry park</b>   |
| <ul style="list-style-type: none"> <li>· Brings lorries not delivering to Eastbourne into the town*</li> <li>· Current location is an inefficient use of brownfield land*</li> <li>· Current site is also financially inefficient as it ties up significant capital with minimal return*</li> <li>· Poor appearance of current site is exacerbated because of its prominent location*</li> <li>· Expenditure to create/maintain lorry park</li> </ul> | <ul style="list-style-type: none"> <li>· Minimises number of lorries entering the town*</li> <li>· Keep more of the capital receipt from sale of existing site</li> </ul>  |

\* Does not apply to the proposed new site outside the Borough