

BODY:	CABINET
DATE:	15 DECEMBER 2004
SUBJECT:	COACH AND LORRY PARK, WARTLING ROAD AND CAVENDISH PLACE COACH PARK
REPORT OF:	DIRECTOR OF ECONOMY, TOURISM AND ENVIRONMENT AND DIRECTOR OF FINANCE AND CORPORATE SERVICES
Ward(s):	St Anthony's and Devonshire
Purpose:	To update Members and seek authorisation to begin negotiations with the owners of the Cavendish Place Coach Park including investigating the Compulsory Purchase of the site if necessary.
Decision type:	Key Decision
Contact:	Keith Morrison, Assistant Director Economy, Tourism and Planning, Telephone 01323 415432 or internally on extension 5432. Keith.morrison@eastbourne.gov.uk

Recommendation(s):	<p>(1) That Cabinet instructs the Officers to negotiate with the owners of Cavendish Place Coach Park with a view to purchasing the coach parking part of the site.</p> <p>(2) That Cabinet delegates to the Director of Financial and Corporate Services authority to purchase part of the Cavendish Place Coach Park in consultation with the Leader of the Council.</p> <p>(3) That Cabinet authorise Officers to investigate Compulsory Purchase of Cavendish Place Coach Park, in readiness for use if normal negotiations become protracted.</p> <p>(4) That Cabinet endorses the approach to future management of lorry parking as set out in the report.</p>
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1.0	Background
1.1	Members are aware that the sale of the Coach and Lorry Park at Wartling Road is a priority for the Council during 2004/2005. Bids for the site remain subject to contract and since receiving them Officers have been organising the legal papers. Completion is currently programmed for January 2005.
1.2	Members may recall that the contract for the site allows for its lease back to the Council for a 12 month period following completion of the sale. This effectively means the site will be handed over to the new owner in January 2006. This reports updates Members on the conclusions of the Project Board and seeks confirmation of its proposals for relocation of the existing main uses.
1.3	As this report details financial information to be used in the negotiation of contracts and tenders the figures have been excluded from the text and are contained in an Addendum as part of the confidential papers of the agenda.
2.0	<u>Lorry Parking</u>

2.1	The Project Board has come to the conclusion that the Council should not be providing this non-statutory function. It believes that the Council's finances should be directed to the more important statutory functions of the Authority.
2.2	As part of the planning application for the proposed development of the existing coach and lorry park, a transport assessment was carried out. The assessment concluded that if no lorry park was provided, the businesses would reorganise their delivery times and haulage routes so that lorries would not have to stay in the town overnight.
2.3	The Project Board believes the most appropriate site for a lorry park is as part of the development of motorist services at Cophall Farm, off the roundabout at the junction of the A27 and A22. The Board believe that such a venture should be left to the market to provide and for that market to take the risk associated with the speculation of the business.
2.4	The Board is conscious that closure of the lorry park without provision of a new park may lead to short term issues of illegal parking. The Board wants early discussions with the delivery companies using the lorry park to give them as much time as possible to amend their delivery patterns. Also the Board will be recommending in a future report sponsoring extra community police support wardens to enforce the existing ban on lorries parking on street. (Cost of approximately £22,000pa for one warden). This would only become a short term measure as the introduction of decriminalised parking programmed for 2006 will pick up the continuation of this work. If this short term measure was to be recommended by the Project Board then a further report to Cabinet would be made to identify the precise cost, which is likely to be met from the proceeds of the sale of Wartling Road.
3.0	<u>Coach Parking</u>

3.1	<p>Members will recall that there are two types of coach parking – day parking and night parking. The proposals put forward in the Cabinet report dated 18 December 2003 remain the preferred approach to meeting this requirement:-</p> <ul style="list-style-type: none"> · Night Parking · Eastbourne Bus Depot, Birch Road – extension to the existing site to accommodate extra overnight parking. · Day Parking · Cavendish Place Coach Park – received planning permission (subject to a Legal Agreement) for day coach parking facility; · Junction Road Coach Park – reorganisation of the existing facility to maximise efficiency; · King Edwards Parade – existing parking to remain unaltered.
3.2	<p>Work on the provision of the extension to Birch Road bus depot is progressing well. The heads of terms of the contract has been agreed in principle with the land owner and the operator of the facility. A planning application is imminent and on the basis of a successful outcome construction will take place over the summer with completion by December 2005.</p>
3.3	<p>Work on the specification for alterations to Junction Road coach park will be completed early in 2005 with construction taking place during the year.</p>
3.4	<p>This report seeks authority to begin negotiations on bringing forward the site at Cavendish Place Coach Park. The site has received planning permission for flats, retail floorspace and a 35 space coach park. Issue of the decision notice will follow the completion of a Section 106 agreement. The site is currently for sale. The different uses on the site can operate independently. The Council needs to agree a deal on the coach park part of the site to control and bring this use into operation.</p>

3.5	Discussions with the owners of the site have not yet begun. However as a precaution against protracted negotiations, and as a sign that this Authority is committed to the provision of a coach park in this location, it is recommended that the Council begins seeking legal advice on Compulsory Purchase of the site. This advice may not be necessary but early advice may well save time later in the process of bringing this site forward.
3.6	It has always been known that it would be highly unlikely that the Cavendish Place site could be provided before the Wartling Road site was sold. In the interim, Eastbourne Buses have confirmed that they will provide this service.
4.0	<u>Consultations</u>
4.1	Consultation has taken place with the Project Board and they agree with the recommendations of this report as a way forward.
5.0	<u>Financial Implications</u>
5.1	The financial implications of the proposals are confidential as they involve as yet unsigned contracts and future tenders for works. The details can be found in the confidential addendum.
6.0	<u>Other Implications</u>
6.1	<p>In summary there are no adverse implications as a direct result of the recommendations in this report:</p> <p>Environmental : the environment of the town will be improved by:-</p> <ul style="list-style-type: none"> · Less lorries travelling around the streets; · more sustainable locations for the coaches closer to pick up and drop off points; · more efficient use of existing land such as the bus depot; <p>Community Safety : Future planning applications on matters relating to this project will be proofed to ensure compliance with ‘Secure by Design’ principles.</p> <p>Youth : No adverse impacts identified.</p> <p>Equalities : No adverse impacts identified.</p> <p>Anti-poverty : One of the overarching outcomes of the</p>

7.0	<u>Conclusion</u>
7.1	The Project Board set up to steer and deliver this priority for the Council has succeeded in attracting developers to buy the Wartling Road site. Decisions are now needed on the delivery of the alternative sites for the relocation of the existing uses. The Board has spent a considerable amount of time considering this important aspect and has come to a number of conclusions. Firstly that the Council should not provide an alternative lorry park and secondly that the provision of the Cavendish Place site is vital for the parking of day coaches. In this latter instance The Board is recommending that the Council should be robust in negotiations and use its compulsory purchase powers if necessary.
Norman Kinnish Director of Economy, Tourism and Environment	
Background Papers: The Background Papers used in compiling this report were as follows: 1. Cabinet minutes dated 18 December 2003 2. Planning Application EB/2003/0795 (OL) – 32 Cavendish Place (Coach Park site) To inspect or obtain copies of background papers please refer to the contact officer listed above. Jfc/Reports/Cabinet – 15 12 04 – C & L Park	