

COMMITTEE:	Cabinet
DATE:	5 June 2002
SUBJECT:	Eastbourne Borough Plan 2001-2011
REPORT OF:	Director of Planning, Regeneration and Amenities
Ward(s):	Hampden Park
Purpose:	To reconsider the allocation of land off Broadwater Way for the use as a Lorry Park
Contact:	Jefferson Collard, Development Planning Manager, Telephone 01323 415252 or internally on extension 5252.
Recommendations:	<p>a) That Policy TR15 of the Revised Deposit Draft of the Eastbourne Borough Plan 2001-2011 is deleted and replaced with a non-site specific criteria based policy as TR15a detailed in Appendix 1 of this report as well as minor textual changes to paragraph 8.28.</p> <p>b) That the land off Broadwater Way currently allocated for the use as a Lorry Park in the Revised Deposit Draft of the Eastbourne Borough Plan 2001-2011 be re-designated as amenity land affording it protection under Policy UHT9 of the above Draft Plan (requiring amendment of Proposals Map as shown in Appendix 2 of this report).</p> <p>c) That Cabinet ask Full Council to recommend to the Inspector of the forthcoming Public Inquiry into the Draft Plan, that the proposals in a) and b) above are accepted as modifications to the Draft Plan.</p>

1.0	<u>Introduction</u>
1.1	<p>At their meeting on 12 July 1999, the Policy and Resources Committee authorised the preparation of a replacement plan for the adopted Eastbourne Borough Plan 1998. After 3 public consultations, the latest version of the replacement plan is known as the Revised Deposit Draft of the Eastbourne Borough Plan 2001-2011. After extensive negotiation, the original 1100 or so representations have been reduced to about 400 objections. These objections will be presented at a Public Inquiry beginning on 11 June 2002. The Inquiry will be conducted by an independent Government Inspector who will hear all the evidence from all parties before reporting back to the Council with a recommended set of modifications.</p>
1.2	<p>One of the policies, TR15, proposes a new Lorry Park on land off Broadwater Way. This proposal has attracted a number of objections and you have asked for the officers to reconsider this allocation and this is the subject of this report.</p>
2.0	<u>Background</u>
2.1	<p>The reason for moving the lorry park from its present position in Wartling Road came about because of a number of issues:-</p> <p>a) Coaches: Firstly, it is well known that the area outside the Eastbourne Pier entrance becomes heavily cluttered with coaches, and it was seen as desirable to organise this important focal point for the town in a better way. Although coaches are allowed to park at the existing Coach and Lorry Park off Wartling Road, the coach operators believed this to be too far away. To encourage them to use a proper parking area, the Council would need to find a site closer to the Town Centre. Thus Policy TC2 was written into the Draft Plan - retention of the existing Coach Station off Cavendish Place.</p> <p>However, it could not be guaranteed that this site would be available, or that it would meet all future demand for coach parking. Consequently, Policy TR14 was also included in the Draft Plan to judge, as yet unknown, other sites for potential coach parking.</p> <p>The proposal to move coach parking from Wartling Road would mean that the existing Coach and Lorry Park would be under-utilised. It would not be an efficient use of the space at Wartling Road to use it for just lorries alone.</p> <p>b) Housing: The existing Coach and Lorry Park at Wartling Road is a very prominent site on one of the entrance gateways into the town, as well as an entrance onto our greatest asset, the seafront. It was not therefore, the best site, given its prominent position, for a lorry park.</p>

2.2	It was, therefore, proposed to find a site for the lorry park that was less prominent but remained close to the main highway network and was, preferably, in Council ownership. The site off Broadwater Way was subsequently proposed in the Draft Plan under Policy TR15 as it met these criteria.
3.0	<u>An Alternative Proposal</u>
3.1	The original thinking behind the proposal to move the coaches to a site closer to the Town Centre and make better use of the Wartling Road site is still sound. So Policies TC2, HO4 and TR14 should all remain in the Draft Plan as proposed. However, the site for the Lorry Park on land off Broadwater Way has attracted significant objection and Members believe it requires to be reconsidered.
3.2	It is not possible in the time available to undertake a thorough investigation of other sites suitable for a lorry park. It is, therefore, proposed to prepare a non-site specific criteria based policy for a future lorry park. The proposed revised policy and accompanying explanatory text is shown in Appendix 1. This would replace the existing text and Policy in the Draft Plan.
3.3	It is reasonable to prepare a non-site specific policy and there are several others in the Draft Plan. It is, of course, almost impossible to identify a site for every need of a town at anyone time, so in these instances, non-site specific policies are used. The policy is written in such a way that should a site present itself for consideration in the future, then its suitability will be judged against the stated criteria.
3.4	If a decision to delete the lorry park policy TR15 is taken, then a decision needs to be made about the use of land off Broadwater Way. Under the current Draft Plan proposals, two other uses, besides the lorry park, are allocated for different parts of the site. In approximate terms, the northernmost third is proposed for a new Health Centre (Policy LCF21). The middle third is proposed for a playing field allocation (Policy LCF1). This leaves the bottom third and it is proposed that this should now be allocated as Amenity Land protected under Policy UHT9 of the Draft Plan (see Appendix 2).

4.0	The Next Stage
4.1	<p>If the Members agree the recommendations then they will be presented to the Inquiry Inspector asking them to be considered as modifications to the Draft Plan. It is hoped that these alterations will allay the fears of the local residents and their objections will be conditionally withdrawn. Note that they will only be “conditionally” withdrawn. This is because the Inspector will prepare a report to the Council on the outcome of the Public Inquiry and recommend some modifications. It will be up to the Council if they accept those modifications. There is a formal procedure for the Council to make modifications and it is only after this has been completed that it will show objectors to the lorry park site that the Council has fully withdrawn the proposal. New representations can be lodged against the modifications, whether by way of objection or support.</p>

5.0	<u>Consultations</u>
5.1	Relevant internal officers have been consulted on this report and no objections have been received.
5.2	Clearly, objectors to the existing proposal are preparing their evidence to present at the Inquiry. Those giving oral evidence, which normally entails the most preparation, but not always, have been advised of the meeting of Cabinet and the contents of this report. The officers have delayed the submission of objectors evidence, which was to be 4 June, to help minimise potentially abortive work. They will of course, be formally notified of the Council's position immediately after Full Council.
5.3	Those objectors making written representations are not expecting to submit their evidence until 26 July. Consequently, they will also be notified of the decision of Full Council as soon as possible.
6.0	<u>Environmental Implications</u>
6.1	The objections to the proposed lorry park were largely based on environmental grounds. In considering a new site, it is important that the environmental impact of the proposal is fully investigated and evaluated.
7.0	<u>Financial Implications</u>
7.1	Cabinet authorised expenditure up to £30,000 for specialist reports on the feasibility of providing a lorry park on land off Broadwater Way. Much of this money has been spent although there is likely to be a saving which will be reported when the final costs are known.

7.2	The specialist reports on matters such as, noise attenuation measures, efficient vehicle layout, lighting of lorry parks etc, will all be useful for designing a future lorry park on another site. The Council has also found out some useful information about the existing contamination under the land off Broadwater way. Therefore the allocated money has not been wasted.
8.0	<u>Other Implications</u>
8.1	There are no implications for community safety, anti poverty, youth or human rights as a direct result of this report.
9.0	<u>Conclusion</u>
9.1	Following objections to the proposed lorry park on land off Broadwater Way, Members have asked the officers to reconsider the current proposal. In the time available, it is not possible to fully investigate an alternative site for a lorry park. Consequently, this report recommends a non-site specific criteria based policy on which to judge future lorry park sites. It also recommends that the proposed lorry park site is re-designated as amenity land under the protection of Policy UHT9.
Jefferson F Collard DEVELOPMENT PLANNING MANAGER	
Background Papers: The Background Papers used in compiling this report were as follows: · Revised Deposit Draft of the Eastbourne Borough Plan 2001-2011 – November 2001 · Statement on the First Deposit Draft Consultation - September 2001. To inspect or obtain copies of background papers please refer to the contact officer listed above.	

REVISED DRAFT OF THE EASTBOURNE BOROUGH PLAN 2001-2011

PROPOSED AMENDMENT TO PARAGRAPH 8.28, POLICY TR15 (page118).

New wording in written statement to read:-

“Lorry Parking	
8.28	Relocation of coach parking from Wartling Road will mean that the facility is significantly under-used. The Council considers that Wartling Road should make a more positive contribution to the Eastbourne townscape. It is, therefore, proposed that the site should be developed as a high quality residential scheme (see Policy HO4) and a new site found for the parking of lorries. No specific site is under consideration but taking into account the constraint criteria in Policy TR15, a new location will be found.
Policy TR15a – Lorry Park	
Planning permission will be granted for a new lorry park where it can be demonstrated that the following requirements can be fulfilled:	
a)	Provision of a sufficient size site or split site, including the provision of driver facilities, to accommodate peak demand
b)	No significant harm to visual, environmental and residential amenity (see Policies HO20, UHT4 and NE27)
c)	No unacceptable impact on the local highway network
d)	Provision of adequate access arrangements
e)	Provision of a layout to enable safe vehicle manoeuvring

f)	Any ancillary buildings to be well designed in terms of siting, scale and materials (see Policy UHT1)
g)	Provision of appropriate landscaping and screening
NB:	<p>A planning brief will be prepared to guide development on the site(s) identified”</p> <p>Jfc/lorry park/cabinet report – revised policy TR15 Appendix 1</p>

Appendix 2

EASTBOURNE BOROUGH COUNCIL

REVISED DRAFT OF THE EASTBOURNE BOROUGH PLAN 2001-2011

PROPOSED AMENDMENT TO PROPOSALS MAP.