

To: Head of Planning  
Eastbourne Borough Council  
1 Grove Road, Eastbourne  
FAO: James Smith



APPLICATION NUMBER	HW/EB/18/1104
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**Applicant:** Mr Alec White

**Location:** Eastbourne House 22-24 Gildredge Road Eastbourne East Sussex BN21 4SA

**Development:** Extensions to existing building including enlarged floorplate and additional floor to allow Change of Use from B1 (offices) to C3 (residential) with the provision of 22 x individual residential units.

Road Name or Number	A259	Consultation Date	26 November 2018	Use Class	
National Grid Reference	56100498894	Contact Officer	Kal Kamboh 01273 482287		

I wish to object for the following reason:

**1 The proposal does not include adequate provision on the site for the parking of vehicles in a satisfactory manner to the standard required by the Local Planning Authority and the proposal would be likely to increase the pressure for on-street parking in an area where insufficient space is available, with resultant detriment to highway safety and obstruction of the flow of traffic, resulting in severe highway impacts, and is contrary to paragraph 32 of the NPPF.**

**Proposal-** This application seeks to convert the existing office building into 22 residential flats. It is acknowledged that the current use of the site would have generation some traffic and has a basement area available for parking 10 vehicles. The application site includes a parking area for 9 cars and 22 cycles.

**Site and location** – the site is located in the town centre, is well connected to public transport services with both rail and bus services available within 400m. Town centre shops are close by, with the Arndale Centre within 450m. The seafront is approximately 1km away. The site is bounded by Gildredge Road/A259, Hyde Gardens and a service road linking Lushington Road and Hyde Gardens. There are general parking restrictions in place along roads in the immediate surrounding network and represented by bus stop cages, disabled parking bays, parking bays, double yellow lines, loading/waiting areas are restricted between 0800 and 1800hrs, after when they are available. Parking areas are limited to 2 hours without a permit (pay and display). The closest public car park is Hyde Gardens but is not available for overnight use when there is likely to be resident demand.

**Parking** - The parking standard for 22 flats in this Meads and Upperton area of Eastbourne has been calculated to be 22 spaces on the basis that the 9 spaces are allocated to 9 of the 2 bed flats, and the remainder are unallocated. If all spaces are unallocated the standard is 14 spaces but there is then a safety issue potentially introduced if vehicles are driving to the basement to check to see if parking is available, then turning within a constrained area to exit the building when potentially another vehicle may be attempting to park in the basement too. If these spaces are allocated, this problem is eliminated. However, I am able to accept that car ownership for this proposal is likely to be less than as stated in the car parking demand calculator due to the offer of the amenities in the locale and travel choices. Based on 9 of the

market flats having allocated parking at 1 space per unit, this leaves 13 flats to calculate for. Based on the County parking demand calculator, for 13no. 1 and 2 bed flats with unallocated parking, the demand is 8 spaces. The recalculated parking demand for this development proposal is therefore 17 spaces, a reduction of 5 spaces. There remains a shortfall of 8 parking spaces. The applicant is required to justify that this demand can be met on street through an agreed parking survey undertaken overnight within a 200m walking distance of the site. Please note that an overnight survey is the most appropriate method to survey demand for 'origin' based proposals as development associated vehicles are likely to create a demand for parking spaces overnight.

**Travel Plan** – a travel plan for this development is a welcomed initiative. It is noted that the proposal entails a switch from being a destination to an origin and car ownership may reside alongside other travel choices such as bus or train travel for longer journeys and cycling/walking for local trips.

Being a central location, it is expected that promotional incentives are offered to the new residents from the outset. For this development it would be expected that a monetary sum of £100 per unit that is exchangeable for either/combination of public transport vouchers to entitle 1 month of complimentary travel, cycle vouchers, car club membership forms part of the Travel Plan.

However, it is deemed necessary that a new 'origin' development provides a mechanism to support sustainable travel choices to reinforce a low car ownership proposal.

For this development to be acceptable from a highway point of view there should be evidence to demonstrate that 8 spaces are available from a parking survey within 200 m from the site, I am able to withdraw my objection.

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Signed: Kal Kamboh by email

Date: 30/11/18

For Director of Communities, Economy and Transport  
On behalf of the Highway Authority

**HT401**