

**To: Head of Planning  
The Planning Department,  
Eastbourne Borough Council  
1 Grove Road, Eastbourne  
BN21 4TW**

**FAO:** Emma Wachiuri

**Date:** 14 June 2024 and **18 July 2024**

**Our Ref:** EB/24/0035

**Borough Ref:**240035

**Applicant:** Galega Ltd

**Location:** Land at Wadhurst Close

**Development:** Proposed redevelopment of site comprising the demolition of existing 19no. garages and erection of 8no. two-bedroom dwellings with parking and landscaping.

<b>Road Name or Number</b>	U2232	<b>Consultation Date</b>	20 May 2024
<b>National Grid Reference</b>	560685102487	<b>Contact Officer Details</b>	Stephanie O'Hara developmentcontrol.transpor t@eastsussex.gov.uk

**Recommendation:**

No objection		Objection	✖
No objection subject to the imposition of conditions	✖	Objection due to insufficient information	

## Executive Summary

This application seeks planning consent to demolish the existing 19 garages at Wadhurst Close and implement 7 dwellings [6 x 2 bed flats ;1 x 2 bed house;] together with vehicle accesses and parking.

### Further Response dated 18 July 2024:

Further information has been provided to overcome the initial highway objection applied to this application. Plans 0124 - 02C confirm that the minor changes that have been made to the parking layout would overcome our initial concerns regarding the usability of all the parking spaces. Therefore, our initial objection raised to this application can be withdrawn.

We would wish to see the conditions listed below applied to any grant of consent.

### Site and Location

The site is located approximately 500m from Hampden Park Town Centre which provides good accessibility to shops, medical facilities and many other local provisions. Hampden Park Train Station which provides services to Eastbourne, Brighton, Hastings, and London is also situated in the town centre.

The site is also situated 100 metres from the closest bus stop [Lottbridge Drive], this provides a bus service every 30 minutes to Langney, Eastbourne Town Centre and Hampden Park.

There are pedestrian footways to both the bus stop and the town centre so residents would not be heavily reliant on the use of a privately owned vehicle to access provisions.

### Access/Visibility

The proposed accesses serving this development is on a section of the UC2232 Wadhurst Close that has a speed limit of 30 mph. In accordance with Manual for Streets (MfS), the required sight lines are 43m in both directions from a setback point of 2.4 meters from the edge of the carriageway. Appropriate visibility splays are achievable either side of the proposed access points.

There is expected to be 4 additional dropped kerbs to serve the proposed dwellings and the additional unallocated parking. Every vehicular access is a potential hazard point due to the slowing, stopping and turning movements that would be generated. Therefore, in the interest of highway safety, proliferation of access points is not recommended. However, it is noted that due to the current width of the road and the roadside parking, as well as this being a built-up residential area, traffic speeds are likely to be much lower than the speed limit so providing individual dropped kerbs is not a major concern in this instance. The proposed access arrangement is also similar to 4 of the existing dwellings on this stretch of road.

With this in mind the proposed crossovers are acceptable in terms of their layout; however, due to the narrow width of the road serving the site it is unlikely that all of

the access points could be used in a safe and convenient manner and therefore some of the parking spaces are unlikely to be usable. This concern is discussed in greater detail later in this report.

### **Cycle Parking**

Safe, secure and covered cycle parking facilities need to be provided at new developments. The level of cycle parking will need to meet the requirements of the East Sussex County Council standards.

All residential developments should, in general, provide 1 cycle space per bedroom. This development would therefore be expected to have a minimum of 2 cycle parking spaces per dwelling. The plans submitted to support this application confirm that each of the dwellings has adequate cycle parking and it is accessible.

### **Vehicle Parking**

In accordance with East Sussex County Council's (ESCC) standards all new properties should be provided with appropriate off-road parking. The number of spaces is dependent on the dwelling type and number of bedrooms within each property.

The ESCC Guidance states that minimum dimensions for parking spaces at new developments should be at least 5m x 2.5m. There is also a requirement for an additional 0.5m (minimum) to be added to either or both dimensions where the space is adjacent to a wall(s) or fence(s).

The ESCC parking calculator indicates that there should be a minimum of 10 vehicle parking spaces within this development to accommodate residents parking and unallocated visitor parking.

This application proposes 13 parking spaces. Of the 13 parking spaces, each of the 6 flats will be provided 1 allocated parking space and the 2-bedroom house with 2 allocated parking spaces. 2 additional unallocated visitor parking spaces will also be provided along with a further 3 parking spaces that can be utilised by nearby existing dwellings in order to reduce the on-street car parking pressures currently experienced at this location.

Generally, a 6m wide manoeuvring space is required behind all standard sized parking spaces to enable vehicles to manoeuvre in and out of position in a safe and convenient manner. However, it is noted that the Wadhurst Close carriageway behind the parking spaces measures approximately only 4m and this is likely to make it difficult for the spaces to be used without turning vehicles overrunning the footpath on the opposite side of the road. Tracking drawings would be required to determine whether this turning manoeuvre is achievable; however, it is also noted that on-street parking frequently occurs on this stretch of road and if a vehicle was to park on the opposite side of the carriageway adjacent to the site, access to the parking space is likely to be impossible.

With this in mind, whilst the number of parking spaces proposed within the site is acceptable in principle, it is however, considered likely that the narrow carriageway

width and on-street parking would prevent some/most of the parking spaces being accessible. The parking provision and parking layout proposed is therefore considered to be unacceptable.

The proposed development will result in the loss of a number of garages and a parking forecourt. The submitted information indicates that the garages are privately owned and that only one is currently being used as a parking spaces. It is understood that some residents utilise the forecourt for parking; however, as this is privately owned land this is not permitted.

Therefore, whilst any development likely to result in the loss of parking provision would generally be a concern; it is accepted that in this instance there is no obligation for the land to be used to accommodate the parking demands of local residents.

Therefore, an objection due to the loss of existing parking could not be justified; However, as the lack of usable parking spaces proposed within the site is likely to exacerbate existing on-street parking pressures in the area, this planning application receives an objection on the grounds of highway safety.

### **Refuse**

In accordance with ESCC guidance 'refuse & recycling storage at new residential developments within the Eastbourne, Hastings, Wealden and Rother council areas' residents should not be required to carry waste more than 30m and refuse vehicles should be able to reach within 25m of the storage point for collection.

The site is expected to benefit from kerbside collection and the plans submitted to support this application confirm that the location of the bin storage for each of the dwellings would be acceptable.

However, despite the location of the bin storage being acceptable, it is noted that due to the parking issues currently experienced at this location, the bin lorry has on occasion been unable to service Wadhurst Close. Therefore, the prospect of adding additional dwellings at this location without addressing the current issues would not be acceptable.

### **Conclusion**

This is an accessible site with good connections to public transport links and is within walking distance to many local shops and facilities so residents would not be heavily reliant on the use of a privately owned vehicle to access provisions.

There is adequate accessible cycle parking, and the number of vehicle parking spaces would be adequate to support this development, however, Wadhurst Close is a very narrow road that is already subject to many parking problems. Therefore, implementing additional dwellings at this location and not providing adequate parking with turning provisions for all vehicles may contribute further to these problems and or render the vehicle parking spaces provided for this site to be inaccessible.

The previous objection related to the parking at within this site has now been withdrawn.

### Conditions

The development shall not be occupied until 3 parking areas have been provided in accordance with the approved plans 0124 - 02C which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use.

**Reason:** To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

The proposed parking spaces shall measure at least 2.5m by 5m (add an extra 50cm where spaces abut walls or fences).

**Reason:** To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

The development shall not be occupied until cycle parking/ storage has been provided in accordance with plans 0124 - 02C which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority] and the area[s] shall thereafter be retained for that use

**Reason:** In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development

The development shall not be occupied until a turning space for vehicles has been provided and constructed in accordance with the plans 0124 - 02C and the turning space shall thereafter be retained for that use and shall not be obstructed.

**Reason:** To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

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Signed      Stephanie O'Hara

Date 18 July 2024

On behalf of the Highway Authority  
For Director of Communities, Economy and Transport (sent by email)