



REGULATORY COMMITTEE

PLANNING COMMITTEE

MEETING 11.00 am WEDNESDAY, 20 JULY 2016

++ PLEASE NOTE START TIME ++

COUNCIL CHAMBER, COUNTY HALL, LEWES

MEMBERSHIP - Councillor Godfrey Daniel (Chair)
Councillors Ian Buchanan, Kathryn Field, Roy Galley, Richard Stogdon (Vice Chair), Barry Taylor and Steve Wallis

A G E N D A

- 1 Minutes of the meeting held on 22 June 2016 (*Pages 3 - 10*)
- 2 Apologies for absence
- 3 Disclosures of interests
Disclosures by all members present of personal interests in matters on the agenda, the nature of any interest and whether the member regards the interest as prejudicial under the terms of the Code of Conduct.
- 4 Urgent items
Notification of items which the Chair considers to be urgent and proposes to take at the appropriate part of the agenda. Any members who wish to raise urgent items are asked, wherever possible, to notify the Chair before the start of the meeting. In so doing, they must state the special circumstances which they consider justify the matter being considered urgent.

Traffic Regulation Orders - report(s) by the Director of Communities, Economy and Transport

- 5 TRO - Hastings Parking Review (*Pages 11 - 124*)
Report by the Director of Communities, Economy and Transport

County Council Proposals - report(s) by the Director of Communities, Economy and Transport

- 6 To construct a new flat roof single storey extension to the Hall at Westfield School, to provide additional storage space. Westfield School, Main Road, Westfield, TN35 4QE - RR/3308/CC (*Pages 125 - 132*)
Report by the Director of Communities, Economy and Transport
- 7 Development Management Matters: Quarterly Report (*Pages 133 - 148*)
Report by the Director of Communities, Economy and Transport
- 8 Any other items previously notified under agenda item 4

NOTES:

- (1) **Members are reminded that copies of all representations received are available for inspection in the Members' Room**
- (2) **As part of the County Council's drive to increase accessibility to its public meetings, this meeting will be broadcast live on its website and the record archived for future viewing. The broadcast / record is accessible at: www.eastsussex.gov.uk/webcasts**

PHILIP BAKER
Assistant Chief Executive
County Hall, St Anne's Crescent
LEWES BN7 1UE

12 July 2016

Contact Simon Bailey, Democratic Services Officer,
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PLANNING COMMITTEE

MINUTES of a meeting of the Planning Committee held at County Hall, Lewes on 22 June 2016.

PRESENT Councillors Godfrey Daniel (Chair), Roy Galley, Richard Stogdon (Vice Chair), Barry Taylor and Steve Wallis

13 MINUTES OF THE MEETING HELD ON 18 MAY 2016

13.1 RESOLVED to approve as a correct record the minutes of the meeting held on 18 May 2016.

14 APOLOGIES FOR ABSENCE

14.1 Apologies for absence were received from Councillors Buchanan and Field.

14.2 It was noted that Councillor Galley had given apologies at the previous meeting, and so would not participate in the consideration of item 6.

15 DISCLOSURES OF INTERESTS

15.1 Councillor Taylor declared a personal interest in Item 6 in that he is a Member of Eastbourne Borough Council, a member authority of the Joint Waste Partnership, but he did not consider this to be prejudicial.

15.2 Councillor Wallis declared personal interests in Item 6 in that: he is the Portfolio Holder for Waste at Eastbourne Borough Council; and that he is employed by TR Fastening which is located on the Bellbrook Industrial Estate. He did not consider these to be prejudicial.

16 REPORTS

16.1 Reports referred to in the minutes below are contained in the minute book.

17 TRO - PROPOSED WAITING RESTRICTIONS ASSOCIATED WITH THE EXTENSION OF RINGMER PRIMARY SCHOOL, HARRISONS LANE, RINGMER

17.1 The Committee considered a report by the Director of Communities, Economy and Transport.

17.2 Members have considered the report and agree with the conclusion and reasons for recommendation as set out in paragraph 3 of the report.

17.3 RESOLVED to (1) not uphold the objection to the draft Traffic Regulation Order; and

(2) recommend to the Director of Communities, Economy and Transport that the draft Order be made as advertised.

18 TRO - 20MPH SPEED LIMIT SCHEME, OLD MALLING, LEWES

18.1 The Committee considered a report by the Director of Communities, Economy and Transport.

18.2 Members have considered the report and agree with the conclusion and reasons for recommendation as set out in paragraph 3 of the report.

18.3 RESOLVED to (1) not uphold the objection to the draft Traffic Regulation Order; and
(2) recommend to the Director of Communities, Economy and Transport that the draft Order be made as advertised.

19 CONTINUED USE OF SITE AS A WASTE TRANSFER STATION AND MATERIALS RECOVERY FACILITY, INCLUDING ERECTION OF NEW BUILDING TO ACCOMMODATE RECYCLING PLANT AND EQUIPMENT, TOGETHER WITH ANCILLARY DEVELOPMENT. 19 BRAMBLESIDE, BELLBROOK INDUSTRIAL ESTATE, UCKFIELD, TN22 1QQ - WD/768/CM

19.1 The Committee, with Councillor Galley abstaining from taking part, considered a report by the Director of Communities, Economy and Transport. The Chair referred to the additional submission made by the Applicant's agent following the deferral at the previous meeting.

19.2 Councillor Wallis proposed that conditional permission be granted, and conditions were circulated. The motion to grant planning permission, subject to conditions, was moved, seconded, voted on and agreed.

19.3 Councillor Wallis set out the reasons for approval during his proposal of the motion, and it was further agreed that the formal reasons for approval be delegated to officers in consultation with the Chair, along the lines of:

- No objections from the statutory bodies;
- The amendment to the application to address the requirements of the Highway Authority and the positive working relationship between the parties;
- The application is on a site that is safeguarded for existing waste management uses under Policy WMP6;
- The proposed development accords with waste management policies in the Waste and Minerals Plan, the emerging Sites Plan and Saved Policy BS3 of the Wealden Local Plan; and
- The application's purpose to manage the throughput of waste more efficiently through the provision of new equipment that would maximise the recovery of recyclates and the increase in the operational capacity of the site, which accord with Policy WMP22; and
- The proposed increase in employment.

19.4 RESOLVED to grant planning permission subject to the following conditions:

1. The development hereby permitted shall be for a temporary period only expiring on 31 December 2023. On or before this date the use shall cease and the paper card reception building, the materials recovery building and the covered conveyor shall be demolished and/or removed from the site and the land restored to its former condition in accordance with a scheme which shall have first been submitted to and approved in writing by the Director of Communities, Economy and Transport.

Reason: The proposed development is appropriate for a temporary period only in order not to prejudice the reinstatement of the Lewes to Uckfield Railway Line, in accordance with Saved Policy TR17 of the Wealden Local Plan 1998.

2. The development hereby permitted shall be carried out in accordance with the drawings listed in the Schedule of Approved Plans.

Reason: For the avoidance of doubt and in the interests of proper planning.

3. The proposed materials recovery building and covered conveyor shall not be constructed unless and until details of the measures to protect the trees on the eastern and southern boundaries of the site have been submitted to the Director of Communities, Economy and Transport and approved in writing. If as a result of further site investigations it can be demonstrated that some or all of the trees along these boundaries cannot be retained or will be likely to be damaged by the development such that their removal would be required the applicant shall submit details on how the site would be screened from the adjacent premises to the east. The approved details shall be carried out in full, unless otherwise agreed in writing with the Director of Communities, Economy and Transport.

Reason: In the interests of visual amenity, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Saved Policy EN27 of the Wealden Local Plan 1998.

4. The surface water management proposals formulated for the detailed design stage shall be supported by a surface water drainage drawing showing how the development can achieve a 'like for like' discharge rate between the existing and proposed scenarios up to and including the 1 in 100 (plus an allowance for climate change) rainfall event. The drawing should be supported by detailed hydraulic calculations.

Reason: To reduce the risk of flooding, in accordance with Policy WMP28a of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

5. The new access arrangements shall be in the positions shown on the approved plan No. 005.4 and laid out and constructed in accordance with details first agreed with the Director of Communities, Economy and Transport and all works shall be carried out in accordance with the approved details prior to the commencement of the use of the materials recovery building hereby permitted.

Reason: In the interests of highway safety, in accordance with Policy WMP26 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

6. The materials recovery building hereby permitted shall not be occupied until parking areas have been provided in accordance with the approved plan No. 004.9 or other details which have been submitted to and approved in writing by the Director of Communities, Economy and Transport and the areas shall thereafter be retained for that use.

Reason: To ensure there are adequate car parking arrangements at the site, in accordance with Policy WMP26 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

7. The development shall not be operational until the internal layout markings have been provided in accordance with the approved plan No. 004.9 or other details which have been submitted to and approved in writing by the Director of Communities, Economy and Transport.

Reason: In the interests of the amenity and safety of persons using the site in accordance with Policies WMP25 and WMP26 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

8. Construction of the materials recovery building and covered conveyor shall not take place until details of the materials and colour of the buildings have been submitted to and approved in writing by the Director of Communities, Economy and Transport. The development shall be carried out in accordance with the approved details.

Reason: To secure an appropriate development at the site in accordance with Policies WMP23 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Policy Saved EN27 of the Wealden Local Plan 1998.

9. No machinery or equipment shall be installed or operated outside of any building except with the prior written approval of the Director of Communities, Economy and Transport.

Reason: In the interests of the amenity of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Saved Policy EN27 of the Wealden Local Plan 1998.

10. No works shall commence on site including the carrying out of any works of demolition until a detailed strategy and method statement for securing and demonstrating that the amount of construction waste resulting from the development has been reduced to the smallest amount possible has been submitted to and approved in writing by the Director of Communities, Economy and Transport. The statement shall include details of the extent to which waste materials arising from the demolition and construction activities will be reused on site and should demonstrate that maximum use is being made of these materials. If such reuse is not practicable, then details shall be given of the extent to which waste material will be disposed of for reuse, recycling, composting or other method of disposal. All waste materials from the demolition and construction associated with the development shall be reused, recycled and dealt with in accordance with the approved strategy and method statement.

Reason: To minimise the amount of construction waste to be removed from site for final disposal in accordance with Policy WMP3d of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

11. No activities shall take place at the site other than between the hours of 06.00 and 20.00 Mondays to Saturdays inclusive (except Bank and Public Holidays) and not at any other times unless with the prior written approval of the Director of Communities, Economy and Transport.

Reason: In the interests of the amenity of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Saved Policy EN27 of the Wealden Local Plan 1998.

12. The rating level of noise from the operation of the site shall remain below the background noise level at all times, as determined at 49 Forge Rise to the east of the site and Owlsbury Cottages in Horsted Pond Lane to the south-west of the site and in accordance with BS 4142:2014.

Reason: In the interests of safeguarding amenity, in accordance with Policy WMP25 of the east Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Saved Policy EN27 of the Wealden Local Plan 1998.

13. All construction and operational activities shall be undertaken in accordance with the mitigation measures set out at paragraph 8.1 of the Air Quality Assessment report, dated October 2015 and submitted as part of the planning application.

Reason: In the interests of safeguarding amenity, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Saved Policy EN27 of the Wealden Local Plan 1998.

14. Before occupation of the new materials recovery building, details of upgraded, on-site cycle parking facilities shall be submitted to and approved in writing by the Director of Communities, Economy and Transport and the facilities shall be implemented in accordance with the approved details.

Reason: To secure appropriate cycle parking facilities at the site in accordance with Policy WMP26 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

INFORMATIVES

1. The proposal may require a new Environmental Permit or a variation to the current Environmental Permit for certain activities. Therefore, the applicant should contact the Environment Agency to establish whether any changes are required.

Schedule of Approved Plans:

Existing Site Plan 002.3, Site Context Plan 001.3, Sorting MRF Indicative Elevations 008, dated November 2015, Sorting MRF Indicative Layout 006 Rev 1, Proposed Site Layout 004.9, Indicative Car Park Arrangement 005.4, Swept Path Analysis 007, Site Survey 10th March 2016 008, dated March 2016, Tree Constraints Plan (x2) 160422-1.1-BBIE-TCP-MM

20 INSTALLATION OF A TEMPORARY SINGLE MOBILE CLASSROOM AND RAMP TO BE LOCATED TO THE SOUTH WEST OF THE MAIN SCHOOL BUILDING. PARK MEAD PRIMARY SCHOOL, MICHELHAM PRIORY ROAD, UPPER DICKER, BN27 3QP - WD/3312/CC

20.1 The Committee considered a report by the Director of Communities, Economy and Transport. The Chair reported that Councillor Bennett, the Local Member, had not received any objections to the proposal.

20.2 Members have considered the officer's report and agree with the conclusion and reasons for recommendation as set out in paragraph 7 of the report.

20.3 RESOLVED to grant planning permission subject to the following conditions:

1. The mobile classroom unit hereby permitted shall by 31 August 2021 be removed and the land restored to its former physical state of a grassed field or as agreed in accordance with a scheme submitted to and approved in writing by the Director of Communities, Economy and Transport.

Reason: The nature of the development is considered appropriate for a temporary period only.

2. The development hereby permitted shall be carried out in accordance with the plans listed in the Schedule of Approved Plans.

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Prior to the commencement of the development hereby permitted a Construction Traffic Management Scheme shall be submitted to and approved by the Director of Communities, Economy and Transport and shall include the size of vehicles, routing of vehicles, the proposed access to the site and hours of operation. The hours of delivery/collection should avoid peak traffic flow times and AM/PM peak School travel times. Details should also be provided on the contractors' parking which should be provided off-street. The development shall be carried out in accordance with the approved Construction Traffic Management Scheme, unless with the prior written agreement of the Director of Communities, Economy and Transport.

Reason: In the interests of highway safety and amenity, in accordance with Saved Policies TR3 and EN27 of the Wealden Local Plan 1998.

4. Within 3 months of the occupation of the development hereby permitted, an updated Travel Plan shall be submitted to and approved in writing by the Director of Communities, Economy and Transport. The Travel Plan should include targets for reduced car use and a programme to monitor targets. This will need to recommend realistic proposals for providing for and improving non-car modes of travel, through walking, cycling and public transport and assess the residual impact of the development on the surrounding highway network with ameliorative measures as necessary. The updated Travel Plan thereafter shall be implemented in full.

Reason: To increase awareness and use of alternative modes of transport for school journeys in accordance with Saved Policy TR3 of the Wealden Local Plan 1998.

5. The development shall not be occupied until cycle and scooter parking areas have been provided in accordance with details to be submitted to and approved in writing by the Director of Communities, Economy and Transport and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles and scooters.

Reason: In order that the development site is accessible by non-car modes of transport, in accordance with Saved Policy TR3 of the Wealden Local Plan 1998.

6. During any form of earthworks and/or excavations that are carried out as part of the development, suitable vehicle wheel washing equipment shall be provided within the site and used by any vehicle carrying mud or any dirt on its wheels or body work.

Reason: In the interests of highway safety and the amenity of the locality, in accordance with Saved Policies TR3 and EN27 of the Wealden Local Plan 1998.

7. Any trees, shrubs or hedges located within the School site are to be protected during the installation and removal of the temporary single mobile classroom and any potential impact should be mitigated in accordance with BS5837: 2012, Trees in Relation to Design, Demolition and Construction. Any trees, shrubs or hedges within the School site that are removed uprooted or destroyed or which become seriously damaged or diseased or die from the installation or removal of the development shall be replaced in the next planting season with others of similar size and species, unless with the prior written agreement of the Director of Communities, Economy and Transport.

Reason: In the interests of protecting the on-site vegetation and of visual amenity, in accordance with Saved Policy EN27 of the Wealden Local Plan 1998.

8. No artificial external lighting, including floodlighting, shall be installed or used in relation to the use of the single mobile classroom other than that in accordance with the approved plans, unless with the prior written agreement of the Director of Communities, Economy and Transport.

Reason: To prevent disturbance to the known bat roost within the main school building and to protect the amenity of the locality in accordance with Policy WCS12 of the Wealden District Core Strategy Local Plan 2013 and Saved Policy EN27 of the Wealden Local Plan 1998.

Schedule of Approved Plans

0001-B - Proposed Site & Block Plans, 0002-B - Proposed Floor, Location Plans and Elevations, Design and Access Statement dated April 2016

21 EXTENSION OF TIME TO COMPLETE LEGAL AGREEMENT FOR - CHANGE OF USE OF LAND TO ALLOW CONSTRUCTION AND OPERATION OF A WASTEWATER PUMPING STATION WITH NEW LAYBY OFF FOURTEEN ACRE LANE AND A WASTEWATER TREATMENT WORKS WITH NEW VEHICULAR ACCESS FROM BUTCHER'S LANE, TOGETHER WITH ANCILLARY FENCING AND LANDSCAPING. LAND TO SOUTH OF BUTCHER'S LANE AND TO WEST OF SAILORS STREAM AND LAND TO NORTH EAST OF JUNCTION OF FOURTEEN ACRE LANE AND BUTCHER'S LANE IN THREE OAKS - RR/741/CM

21.1 The Committee considered a report by the Director of Communities, Economy and Transport.

21.2 A motion to agree the recommendation and to extend the deadline to 22 September 2016 was proposed, seconded, voted on and agreed.

21.3 Members have considered the report, and agree with the conclusion and reasons for recommendation with an extension of the deadline, as set out in paragraph 2 of the report.

21.4 RESOLVED to (1) amend the resolution in respect of application RR/741/CM to allow a further extension of time for the completion of the Legal Agreement;
(2) authorise the Director of Communities, Economy and Transport to grant planning permission upon completion of the Legal Agreement in (1) above subject to conditions along the lines of those agreed at the meeting of the Planning Committee on 14 October 2015; and
(3) agree that if the Legal Agreement is not completed by 22 September 2016 the application will be referred back to the Committee for consideration.

The meeting ended at 11.15 am.

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Committee:	Regulatory Planning Committee
Date:	20 July 2016
Report by:	Director of Communities, Economy and Transport
Title of Report	Traffic Regulation Orders - Hastings Parking Review
Purpose of Report	To consider the objections received in response to the formal consultation on the draft Traffic Regulation Orders associated with the Hastings Parking Review
Contact Officer:	Michael Blaney -Tel. 01424 726142
Local Member:	Councillors Charman, Daniel, Forward, Rogers, Scott, Webb, Wincott

RECOMMENDATION

The Planning Committee is recommended to:

- 1. Uphold the objections to the draft Order as set out in Appendix 2 to this report.**
 - 2. Not uphold the objections to the draft Order as set out in Appendix 3 of this report**
 - 3. Recommend to the Director of Communities, Economy and Transport that the draft Traffic Regulation Order be made in part.**
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CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

1.1 Requests for new or for changes to existing parking and waiting restrictions in Hastings are held on a priority ranking database, with those requests ranking high enough being progressed to consultation. Informal consultations began in December 2015 to see whether there was enough public support to introduce controls such as double yellow lines or changes to permit parking schemes in the Hastings area.

1.2 Feedback from the consultations led to formal proposals being developed. These formal proposals were advertised in the Hastings Observer on 18 March 2016. Notices and copies of the relevant plans were placed on posts and lamp-columns in the affected areas. Approximately 2250 letters were delivered to local addresses and the consultation was placed on the Council's Consultation Hub for any member of the public to comment. The formal period for representations to be made ended on 15 April 2016.

1.3 Copies of the formal proposals were sent to relevant Borough Councillors, County Councillors and statutory consultees including the emergency services.

Copies of all supporting correspondence are available in the Members' Room. A copy of the draft Order is included in Appendix 1 to this report.

1.4 During the formal consultation, 122 items of correspondence were received. These included 106 objections and 16 items of support.

2. Comments and Appraisal

2.1 Each item of correspondence and the representations therein have been considered individually and a summary of the objections and officer comments are included in Appendices 2 and 3. Plans and photographs showing the areas to which objections have been received are included in the Additional Information Pack.

2.2 Following consideration of the responses, it is recommended to modify or withdraw the following proposals (summarised in Appendix 2):

- Barley Lane (upper end) – withdraw the proposed double yellow lines at the upper end of Barley Lane
- Mount Road – withdraw the proposed Disabled Persons Parking Place
- Caves Road – withdraw the proposed double yellow lines
- Warrior Gardens – withdraw the proposed Disabled Persons Parking Place.
- Church Wood Drive – withdraw the proposed introduction of double yellow lines until the land ownership dispute has been resolved and defer this proposal to a future review
- Sea Road and Grosvenor Gardens – modify the proposal to reduce the proposed ban on motor caravans from 'at any time' to between the hours of 10pm to 7am
- Harley Shute Road – withdraw the proposed Disabled Persons Parking Place
- Milward Road and Milward Crescent - withdraw the proposed changes to the permit parking bays
- Old London Road – withdraw the proposed changes to the limited waiting bays to the south-west of the pedestrian crossing

Officers are satisfied that these modifications do not involve a substantial change to the draft Order and it is unnecessary to consult again on their implementation.

2.3 With regard to objections relating to Barley Lane (southern end), East Beach Street, High Street, Warwick Place, Wittersham Rise, Dittons Mews, Robsack Avenue, Highfield Drive, Sidney Little Road, Howlett Close, Wishing Tree Road, Bohemia Road, London Road, Norman Road, Bunting Close, King Edward Close, Sedlescombe Road North, Nelson Road, Stone Street, Pilot Road, Saxon Road, and Winchelsea Lane as set out in Appendix 3, it is not considered that these objections provide sufficient grounds and justification to warrant the modification or withdrawal of the proposals, and the proposals provide for the most efficient use of parking space. It is considered that these objections should not be upheld.

2.4 It is also recommended that all other proposals not objected to should be implemented as advertised.

3. Conclusion and reasons for recommendation

3.1 The approach in trying to resolve objections to the Order has been to appraise the concerns raised by residents and other road users, whilst not compromising road safety or other factors. On balance, some objections can be accepted and some minor modifications can be incorporated into the Order. With the rest of the objections, it is felt for highway and road safety reasons, that they should not be upheld and the proposals in these areas should proceed as per the Traffic Regulation Order as advertised.

3.2 It is therefore recommended for the reasons set out in this report, that the Planning Committee upholds the objections in Appendix 2, does not uphold the objections in Appendix 3, and recommends to the Director of Communities, Economy, and Transport that the draft Order be made in part.

RUPERT CLUBB

Director of Communities, Economy and Transport

Appendix 1 – Copy of draft Traffic Regulation Order

EAST SUSSEX COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984, ROAD TRAFFIC ACT 1991 &

TRAFFIC MANAGEMENT ACT 2004

THE EAST SUSSEX (BOROUGH OF HASTINGS) (TRAFFIC REGULATION) (CONSOLIDATION) ORDER 2013 (VARIOUS ROADS) AMENDMENT ORDER 201* No. *

East Sussex County Council, in exercise of their powers under Sections 1(1), 2(1) to (4), 3(2), 4(2), 32, 35(1) and (3), 45, 49, 51, 52 and 53 of, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (“the Act”), as amended, the Road Traffic Act 1991, as amended, Part 6 of the Traffic Management Act 2004, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

1. When this Order comes into effect
 - (a) The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013, as amended, shall have effect except as hereinafter contained.

(i) In Article 1 Interpretation, the following changes shall take place:

- 1 The following definition shall be inserted between the definitions for “business” and “carriageway”:

“car club” means a car club or similar organisation (including any person or organisation acting on behalf of such club or organisation) approved in writing by the Council for the purposes of this order;

“car club parking place” means an area on a carriageway designated as a car club parking place by Section and Schedule Fifty Nine of this order;

“car club vehicle” means a vehicle of a type approved by the Council and provided by a car club or by the Council for the use of persons who have paid any relevant membership or other car club charge and who clearly and continuously display a car club permit approved by the Council in the vehicle;
- 2 Delete the definition for “emergency service vehicle” and “emergency vehicle” and insert the following definition:

“emergency vehicle” has the same meaning as in The Road Vehicles Lighting Regulations 1989 or any re-enactment or modification thereof from time to time in force;
- 3 The following definition shall be inserted between the definitions for “loading bay” and “motor cycle” or “motor tricycle”

“motor caravan” means a vehicle of category M with living accommodation which contains the following equipment as a minimum;

 - (a) Seats and table

- (b) Sleeping accommodation which may be converted from the seats;
- (c) Cooking facilities;
- (d) Storage facilities.

(ii) In Article 2 Penalty Charge Notice, the following changes shall take place:

1 Paragraph 2.2.1 shall be inserted as follows:

2.2.1 A Penalty Charge Notice shall also be served by post by the Council (the enforcement authority) as defined in The Civil Enforcement of Parking Contraventions (England) General Regulations (CEPCGR) 2007 or any re-enactment or modification thereof from time to time in force where;

- (a) on the basis of a record produced by an approved device, the authority has reason to believe that a penalty charge is payable with respect to a vehicle which is stationary in a civil enforcement area; or
- (b) a civil enforcement officer attempted to serve a penalty charge notice in accordance with regulation 9 of CEPGCR but was prevented from doing so by some person; or
- (c) a civil enforcement officer had begun to prepare a penalty charge notice for service in accordance with regulation 9 of CEPGCR, but the vehicle concerned was driven away from the place in which it was stationary before the civil enforcement officer had finished preparing the penalty charge notice or had served it in accordance with regulation 9 of CEPGCR,

and references in these Regulations to a “regulation 10 penalty charge notice” are to a penalty charge notice served by virtue of this paragraph.

(iii) Any reference in The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013, as amended, to “police, fire brigade, or ambulance” shall be changed to “emergency vehicle”

(iv) Schedule One, Prohibition of Waiting At Any Time, that this Schedule be amended as follows:

1 Delete item 6 (a) 1 and insert item 6 (a) 1 as follows::

6	Adam Close	(a)	North Side	1	From its junction with Old London Road eastwards for a distance of 19 metres
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2 Insert items 25 (a) 4 and 25 (b) 2 as follows:

25	Barley Lane	(a)	North-west Side	1	From its junction with Glenview Close, north-eastwards for a distance of 123 metres
25	Barley Lane	(b)	South-east Side	1	From a point 5 metres south-west of the boundary of Nos. 79/81, north-eastwards for a distance of 249 metres

3 Insert item 34.5 as follows:

34.5	Beckley Close	(a)	North Side	1	From its junction with Whatlington Way westwards for a distance of 54 metres
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34.5	Beckley Close	(b)	South Side	1	From its junction with Whatlington Way westwards for a distance of 6 metres
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4 Insert item 46 (a) 3, 46 (b) 2, and 46 (c) as follows:

46	Bodiam Drive	(a)	North Side	3	From a point 84 metres west of its junction with Church Wood Drive westwards for a distance of 20 metres
46	Bodiam Drive	(b)	South Side	2	From a point 25 metres east of its junction with Whatlington Way westwards to a point 15 metres west of that junction
46	Bodiam Drive	(c)	South-west Side	1	From a point 15 metres south east of its junction with Mayfield Lane north westwards to a point 10 metres north of the access road opposite No.18 Bodiam Drive

5 Insert item 47 (a) 7 as follows:

47	Bohemia Road	(a)	North-east Side	7	From a point 10 metres north west of its junction with Upper South Road south eastwards to a point 8 metres south east of that junction
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6 Insert item 62.5 as follows:

62.5	Brunel Road	(a)	East Side	1	From its junction with Highfield Drive northwards for a distance of 27 metres
62.5	Brunel Road	(b)	West Side	1	From its junction with Highfield Drive north eastwards for a distance of 20 metres

7 Insert item 63.5 as follows:

63.5	Bunting Close	(a)	Both Sides	1	From its junction with Field Way westwards for a distance of 10 metres
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8 Delete items 70 (a) 2 and 70 (c) and insert items 70 (b) and 70 (c) as follows:

70	Canute Road	(b)	South-east Side	1	From opposite a point 3 metres south-west the boundary of Nos. 65/67, north-eastwards to its junction with Fairlight Avenue
70	Canute Road	(c)	North-west Side	1	From opposite a point 1.5 metres north-east of the of the boundary of Nos. 68/70, north-eastwards to its junction with Fairlight Avenue

9 Delete item 81 (b) 3 and insert item 81 (b) 3 as follows:

81	Caves Road	(b)	South Side	3	From a point 1 metre east of the western boundary of No. 23, eastwards to the eastern boundary of No. 21
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10 Insert item 84 (b) as follows:

84	Chalvington Drive	(b)	West Side	1	From a point 15 metres south east of its junction with Farmlands Close northwards to a point 15 metres north of that junction
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11 Delete item 92 (d) 1 and insert item 92 (d) 1 as follows:

92	Church Road	(d)	West Side	1	From its junction with Bohemia Road southwards for a distance of 77 metres
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12 Insert item 93 (b) 2 as follows:

93	Church Wood Drive	(b)	West Side	2	From a point 28 metres south of its junction with Highfield Drive north and north eastwards to a point 38 metres north east of that junction
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13 Insert item 124.5 as follows:

124.5	Dittons Mews	(a)	Both Sides	1	From its junction with Robsack Avenue south westwards for a distance of 5.5 metres
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14 Insert item 133 (b) as follows:

133	East Ascent	(a)	South Side	1	From its junction with Gardner Way, westwards for a distance of 5 metres
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15 Delete item 134 (c) 1, and insert item 134 (c) 1 as follows:

134	East Beach Street	(c)	South Side	1	From its junction with The Bourne, eastwards for a distance of 7 metres
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16 Insert item 141 (c) as follows:

141	Edinburgh Road	(c)	South and west Side	1	From a point 37 metres east of its junction with its north to south section, eastwards and south-eastwards for a distance of 58 metres
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17 Delete items 148 (c) 2 and 148 (d) 1 and insert items 148 (c) 2 and 148 (d) 2 as follows:

148	Elphinstone Road	(c)	North-west Side	2	From its junction with The Ridge south westwards for a distance of 41 metres
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148	Elphinstone Road	(d)	South-east Side	1	From its junction with The Ridge south westwards for a distance of 36 metres
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18 Delete item 157 (a) 2 and insert item 157 (b) and (c) as follows:

157	Fairlight Avenue	(b)	North-east Side	1	From its junction with Canute Road south eastwards for a distance of 13.5 metres
157	Fairlight Avenue	(c)	South-west Side	2	From its junction with Canute Road south eastwards for a distance of 15 metres

19 Insert item 159.5 as follows:

159.5	Farmlands Close	(a)	North-west Side	1	From its junction with Chalvington Drive south westwards for a distance of 10 metres
159.5	Farmlands Close	(b)	South-east Side	1	From its junction with Chalvington Drive south westwards for a distance of 27 metres

20 Insert item 162 (b) 2 as follows:

162	Fernside Avenue	(b)	North Side	2	From a point 15 metres east of its junction with Gillsmans Park westwards to a point 15 metres west of that junction
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21 Insert item 163 (b) (c) (d) and (e) as follows:

163	Field Way	(b)	North Side	1	From a point 10 metres east of its junction with Warren Close westwards to a point 10 metres west of that junction
163	Field Way	(b)	North Side	2	From a point 10 metres east of its junction with Heron Close westwards to a point 10 metres west of that junction
163	Field Way	(c)	North-east Side	1	From a point 15 metres south east of its junction with Kite Close north westwards to a point 15 metres north west of that junction
163	Field Way	(d)	South-west Side	1	From a point 15 metres south east of its junction with Reedswood Road north westwards to a point 10 metres north of that junction
163	Field Way	(e)	West Side	1	From a point 15 metres south of its junction with Bunting Close northwards and westwards to opposite a point 10 metres west of its junction with Warren Close

22 Insert item 175.5 as follows:

175.5	Gillsmans Park	(a)	East Side	1	From its junction with Fernside Avenue northwards for a distance of 15 metres
175.5	Gillsmans Park	(b)	West Side	1	From its junction with Fernside Avenue northwards for a distance of 12 metres

23 Insert item 185 (b) 3 as follows:

185	Grosvenor Gardens	(b)	West Side	3	From its junction with Seaside Road southwards for a distance of 10 metres
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24 Insert items 198.5 as follows:

198	Heron Close	(a)	Both Sides	1	From its junction with Field Way northwards for a distance of 5.5 metres
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25 Delete items 200 (b) 2 and 200 (b) 4, and insert item 200 (b) 2 as follows:

200	High Street	(a)	South-east Side	1	From the boundary of Nos. 37/38, north-eastwards to a point 13 metres north-east of its junction with Roebuck Street
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26 Insert item 201.5 as follows:

201.5	Highfield Drive	(a)	Both Sides	1	From its junction with Church Wood Drive north westwards for a distance of 15 metres
201.5	Highfield Drive	(b)	North Side	1	From a point 15 metres west of its junction with Brunel Road, eastwards to a point 15 metres east of that junction
201.5	Highfield Drive	(c)	North-west Side	1	From a point 46 metres south west of its junction with Sidney Little Road north eastwards to a point 15 metres north east of that junction
201.5	Highfield Drive	(d)	South-east Side	1	From opposite a point 15 metres north east of its junction with Sidney Little Road south westwards for a distance of 27 metres
201.5	Highfield Drive	(d)	South-east Side	2	From its south-western end, north eastwards for a distance of 22 metres

27 Insert item 212.5 as follows:

212.5	Howlett Close	(a)	North Side	1	From its junction with Tile Barn Road eastwards for a distance of 19 metres
212.5	Howlett Close	(b)	South Side	1	From its junction with Tile Barn Road eastwards for a distance of 17 metres

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28 Insert items 216 (b) and (c) as follows:

216	Icklesham Drive	(b)	East Side	1	From a point 15 metres south of its junction with Wittersham Rise, northwards to a point 20 metres north of that junction
216	Icklesham Drive	(b)	West Side	1	From a point 20 metres south of its junction with Northiam Rise, northwards to a point 20 metres north of that junction

29 Insert item 224 (b) as follows:

224	King Edward Avenue	(a)	South-east Side	1	From its junction with King Edward Close, north-eastwards for a distance of 12 metres
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30 Insert item 224.5 as follows:

226.5	King Edward Close	(a)	North-east Side	1	From its junction with King Edward Avenue, south-eastwards for a distance of 10 metres
226.5	King Edward Close	(b)	South-west Side	1	From its junction with Normandy Road, south-eastwards for a distance of 10 metres

31 Insert item 226.5 as follows:

226.5	Kite Close	(a)	Both Sides	1	From its junction with Field Way, north eastwards for a distance of 15 metres
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32 Delete item 229.5 (a) 1 and insert item 229 (a) 1 as follows:

229.5	Ledsham Avenue	(a)	Both Sides	1	From its junction with Harrow Lane westwards and north westwards to a point 15 metres west of its junction with Ledsham Close
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33 Insert item 255.5 as follows:

255.5	Mayfield Lane	(a)	Both Sides	1	From its junction with Bodiam Drive, south-westwards for a distance of 11 metres
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34 Insert item 277 (b) as follows:

277	Normandy Road	(b)	South Side	1	From a point 4 metres east of the boundary of Nos. 52/54, eastwards to its junction with King Edward Close
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35 Insert item 280.5 as follows:

280.5	Northiam Rise	(a)	Both Sides	1	From its junction with Icklesham Drive westwards for a distance of 15 metres
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36 Delete item 303 (b) and insert item 303 (b) as follows:

303	Pilot Road	(b)	West Side	1	From its junction with Ochiltree Road, northwards to its junction with Sovereign Close
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37 Insert item 310 (a) 7 as follows:

310	Priory Road	(a)	North-west Side	7	From a point 10 metres north east of its junction with Halton Place, south westwards to a point 15.5 metres south west of that junction
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38 Insert item 314 (d) as follows:

314	Quarry Hill	(d)	South Side	1	From its junction with Burton Way, eastwards for a distance of 5 metres
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39 Insert item 321.5 as follows:

321.5	Reedwood Road	(a)	North Side	1	From its junction with Field Way south westwards for a distance of 13 metres
321.5	Reedwood Road	(b)	South Side	1	From its junction with Field Way south westwards for a distance of 15 metres

40 Insert item 325.5 as follows:

325.5	Robsack Avenue	(a)	North-east Side	1	From a point 10 metres east of its junction with Dittons Mews north westwards for a distance of 45 metres
325.5	Robsack Avenue	(b)	South-west Side	1	From a point 10 metres east of its junction with Ditton Mews, northwards to a point 23 metres north west of that junction

41 Insert item 340 (d) as follows:

340	Saxon Road	(d)	East Side	1	From its junction with Harold Road northwards for a distance of 15 metres
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42 Insert item 344.5 as follows:

344.5	Seaside Road	(a)	South Side	1	From its junction with Grosvenor Gardens, westwards for a distance of 10 metres
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43 Delete item 347 (a) 2 and insert item 347 (a) 2 as follows:

347	Sedlescombe Road North	(a)	East Side	1	From a point 15 metres south of its junction with Briers Avenue, northwards to a point 28 metres north of that junction
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44 Insert item 354.5 as follows:

354.5	Sidney Road	Little	(a)	East Side	1	From its junction with Highfield Drive north westwards and northwards to opposite a point 15 metres south of its junction with Wainwright Close
354.5	Sidney Road	Little	(b)	West Side	1	From its junction with Highfield Drive north westwards for a distance of 20 metres
354.5	Sidney Road	Little	(b)	West Side	2	From a point 15 metres south of its junction with Wainwright Close northwards to a point 15 metres north of that junction

45 Insert item 420 (d) as follows:

420	The Ridge	(d)	North-east Side	1	From its junction with Park Wood Road north westwards for a distance of 19 metres
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46 Insert item 421.5 (b) as follows:

421.5	Tile Barn Road	(b)	East Side	1	From a point 10 metres north of its junction with Howlett Close to a point 20 metres south of its junction with Howlett Close
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47 Delete item 426 (c) and insert items 426 (b) 2 and 426 (c) as follows:

426	Undercliff	(b)	North Side	2	From opposite a point 1.2 metres west of the rear eastern boundary of No.48 Marina westwards for a distance of 2 metres
426	Undercliff	(c)	South Side	1	From its junction with Burton Way, westwards for a distance of 5 metres
426	Undercliff	(c)	South Side	2	From a point 3 metres east of the western boundary of No. 44 Marina, westwards to its junction with Gardner Way

48 Insert item 429.5 as follows:

429.5	Upper Glen Road	(a)	North Side	1	From its junction with Battle Road eastwards for a distance of 18 metres
429.5	Upper Glen Road	(b)	South Side	1	From its junction with Battle Road eastwards for a distance of 15 metres

49 Insert items 432 (a) 2 as follows:

432	Upper South Road	(a)	Both Sides	2	From its junction with Bohemia Road north eastwards for a distance of 10 metres
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50 Insert item 436.5 as follows:

436.5	Wainwright Close	(a)	Both Sides	1	From its junction with Sidney Little Road westwards for a distance of 15 metres
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51 Insert item 437.5 as follows:

437.5	Warren Close	(a)	Both Sides	1	Along its south to north length, from its junction with Field Way northwards for a distance of 5 metres
437.5	Warren Close	(a)	Both Sides	2	Along its west to east length, from its junction with its south to north length south eastwards for a distance of 11 metres
437.5	Warren Close	(b)	East Side	1	Along its south to north length, from a point 7 metres south of its junction with its west to east length northwards and westwards to a point 4 metres north of the boundary of Nos.5 & 6

52 Insert item 441.5 as follows:

441.5	Warwick Place	(a)	Both Sides	1	From its junction with Wittersham Rise northwards for a distance of 7 metres
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53 Insert item 448 (b) as follows:

448	West Ascent	(b)	South Side	1	From opposite a point 1.2 metres west of the boundary of Nos.2 & 3 westwards for a distance of 2 metres
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54 Insert items 453.5 (b), (c), and (d) as follows:

453.5	Whatlington Way	(b)	East Side	1	From its junction with Bodiam Drive southwards for a distance of 25 metres
453.5	Whatlington Way	(c)	West Side	1	From its junction with Bodiam Drive southwards for a distance of 28 metres
453.5	Whatlington Way	(c)	West Side	2	From a point 10 metres north of its junction with Beckley Close southwards and south westwards to opposite a point 15 metres south west of its junction with Catsfield Close

55 Insert item 468.5 as follows:

468.5	Wittersham Rise	(a)	South Side	1	From its junction with Icklesham Drive eastwards for a distance of 10 metres
468.5	Wittersham Rise	(b)	North Side	1	From its junction with Icklesham Drive eastwards to a point 10 metres south east of its junction with Warwick Place

(v) Schedule Two, Prohibition of Waiting Between 8.00am and 6.00pm On All Days, that this Schedule be amended as follows:

1 Delete item 2(a) 2 and insert items 2 (a) 2 and 2 (a) 4 as follows::

2	Bohemia Road	(a)	North-east Side	2	From a point 12 metres south-east of its junction with Upper Park Road, south-eastwards to a point 10 metres north west of its junction with Upper South Road
2	Bohemia Road	(a)	North-east Side	4	From a point 8 metres south east of its junction with Upper South Road south eastwards to its junction with Newgate Road

2 Delete item 21 (Upper South Road)

(vi) Schedule Three, Prohibition of Waiting Between 8.00am and 6.00pm, Monday to Saturday, that this Schedule be amended as follows:

1 Delete item 14 (Western Road)

(vii) Insert a new Scheduel Three B as follows:

**Section Three B
Prohibition of Waiting Between 6.00am and 6.00pm
Monday to Saturday**

1	Save as provided in Articles 2, 3, 4, and 5 below, no person shall cause or permit any vehicle to wait between the hours of 6.00am and 6.00pm from Monday to Saturday in the lengths of road specified in the Schedule to this Section.				
2	Nothing in Article 1 of this Section shall render it unlawful to cause or permit any vehicle to wait in the length of road referred to in that Article for so long as may be necessary to enable:-				
	(a)	a person to board or alight from the vehicle;			
	(b)	goods to be loaded onto or unloaded from the vehicle;			
	(c)	the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in connection with any of the following operations, namely -			
	(i)	the removal of any obstruction to traffic;			
	(ii)	the maintenance, improvement or reconstruction of the said lengths of roads; or			
	(iii)	the laying, erection, alteration or repair in, or in land adjacent to, the said lengths			

			of roads of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications system as defined in the Telecommunications Act 1984;
	(d)		the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in the service of a local authority or a water authority in pursuance of statutory powers or duties;
	(e)		a vehicle of (and bearing a livery used by) a universal service provider within the meaning ascribed by the Postal Services Act 2000 to be used for the purpose of delivering or collecting postal packets in the course of the provisions of a universal postal service as defined in that Act or, to any vehicle being used in connection with the servicing or cleaning of telephone kiosks;
	(f)		the vehicle to be used for emergency services purposes;
	(g)		a vehicle to wait owing to the driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid accident;
	(h)		the vehicle is waiting to enable it to be used in connection with posting or removing advertising material in the form of posters on or from, or cleaning windows or chimneys in, premises adjacent to the parking place or length of carriageway in which the vehicle is waiting.
3			Nothing in Article 1 of this Section shall render it unlawful to cause or permit a disabled person's vehicle which:
	(a)		clearly and continuously displays a disabled person's badge such that;
		(i)	In the case of a vehicle fitted with a dashboard or facia panel, the badge is exhibited thereon so that Part 1 of the badge is legible from the outside of the vehicle; or
		(ii)	In the case of a vehicle not fitted with a dashboard or facia panel, the badge is exhibited in a conspicuous position on the vehicle so that Part 1 of the badge is legible from the outside of the vehicle; and
	(b)		clearly and continuously displays a disabled persons parking disc such that;
		(i)	In the case of a vehicle fitted with a dashboard or facia panel, the parking disc is exhibited thereon so that the quarter-hour period during which the period of waiting began is legible from the outside of the vehicle; or
		(ii)	In the case of a vehicle not fitted with a dashboard or facia panel, the parking disc is exhibited in a conspicuous position on the vehicle so that the quarter hour period during which the period of waiting began is legible from the outside of the vehicle;
			to wait in the lengths of roads referred to in that Article for a period not exceeding three hours (not being a period separated by an interval of less than one hour from a previous period of waiting by the same vehicle in the same length of road).
4			Nothing in Article 1 of this Section shall render it unlawful to cause or permit any vehicle which clearly and continuously displays a Waiver Certificate such that;

	(a)	the Waiver Certificate is displayed in the windscreen of the vehicle to which it relates in such a manner that the details of the vehicle, location and purposes for which it has been issued are clearly visible from the outside of the vehicle;
		to wait in any of the lengths of road referred to in that Article, provided that the Waiver Certificate has not been defaced or altered. Any alterations to or defacement of the Waiver Certificate shall render it invalid and render the use of the vehicle liable to the restrictions applicable to the location.
5		Nothing in Article 1 of this Section shall render it unlawful to cause or permit any vehicle which clearly and continuously displays a Primary Care Worker's Permit such that;
	(a)	the Primary Care Worker's Permit is displayed in the windscreen of the vehicle, adjacent to the vehicle excise licence, for the duration of the home visit, and
	(b)	the Primary Care Worker's Permit is removed from display when not in use;
		to wait in any of the lengths of road referred to in that Article for a period not exceeding thirty minutes.
6		Where any vehicle is waiting in contravention of any of the provisions contained within this Section and a Civil Enforcement Officer has reason to believe that a penalty charge is payable, he may:
	(a)	fix a penalty charge notice to the vehicle; or
	(b)	give such a notice to the person appearing to him to be in charge of the vehicle; and
	(c)	arrange for the vehicle to be removed from the parking place by any person duly authorised by East Sussex County Council, who shall provide for the safe custody of the vehicle where it is so removed; or
	(d)	cause to be altered the position of the vehicle in order that its position shall comply with those provisions; or
	(e)	in the case of an emergency cause to be moved any vehicle left in a parking place to any place he thinks fit.

Schedule Three B
Prohibition of Waiting Between 6.00am and 6.00pm
Monday to Saturday

1	Western Road	(a)	West Side	1	From the northern boundary of No.4, northwards for a distance of 24 metres
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(viii) Schedule Five, Prohibition of Waiting Between 8.00am and 6.00pm Monday to Friday, that this Schedule be amended as follows:

1 Delete item 2 (b) 2 and insert item 2 (b) 2 as follows:

2	Cockcrow Wood (south-west to north-east section)	(b)	South-east Side	2	From a point 7 metres south-west of the boundary of Nos.11/12, north-eastwards to its north-eastern end
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(ix) Schedule Six, Prohibition of Waiting Between 8.00am and 4.00pm Monday to Friday, that this Schedule be amended as follows:

- 1 Delete item 2 (Beckley Close)
- 2 Delete item 3 (Bodiam Drive)
- 3 Delete items 8 (a) 1 and 8 (b) Whatlington Way and insert item 8 (b) as follows

8	Whatlington Way	(b)	West Side	1	From a point 10 metres north of its junction with Beckley Close, northwards for a distance of 22 metres
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(x) Schedule Six A Prohibition of Waiting Between 8.00am and 9.30am and Between 2.30pm and 4.00pm Monday to Friday, that this Schedule be amended as follows:

1 Insert item 1.5 as follows:

1.5	Edinburgh Road	(a)	West Side	1	From opposite a point 10 metres south west of its junction with the access road running between Nos.65 & 67 north eastwards to a point 25 metres south of its junction with Harley Shute Road
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2 Insert item 1.7 as follows:

1.7	Field Way	(a)	South-west Side	1	From a point 15 metres south east of its junction with Reedswood Road south eastwards to a point 15 metres north west of its junction with Harley Shute Road
1.7	Field Way	(b)	West Side	1	From a point 10 metres north of its junction with Reedswood Road northwards to a point 15 metres south of its junction with Bunting Close

3 Insert item 3.5 as follows:

3.5	Icklesham Drive	(a)	East Side	1	From a point 15 metres north of its junction with Bodiam Drive northwards to a point 15 metres south of its junction with Wittersham Rise
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(xi) Schedule Eight, Prohibition of Loading Between 8.30am and 6.00pm, Monday to Saturday, that this Schedule be amended as follows:

1 Insert item 7.5 as follows:

7.5	Norman Road	(a)	South Side	1	From its junction with London Road, eastwards to the western boundary of No. 26
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(xii) Schedule Ten A, Prohibition of Loading At Any Time, that this Schedule be amended as follows:

1 Insert item 1.5 as follows:

1.5	Hollington Old Lane	(a)	North-east Side	1	From the southern boundary of No. 227, north-eastwards for a distance of 22 metres
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2 Insert item 3.5 as follows:

3.5	Queens Road	(a)	Both Sides	1	From its junction with Alfred Road, south-westwards for a distance of 20 metres
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3 Insert item 7.5 as follows:

7.5	The Bourne	(a)	North-west Side	1	From a point 3 metres north-east of the prolongation of the boundary of Nos. 86/88, north-eastwards to a point 18 metres south-west of the prolongation of the southern boundary of Garden Cottages
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(xiii) Schedule Twelve, Residents Parking Places for Residents Permit Holders, Residents Visitors, & Business User Permit Holders Only, 9.00am to 8.00pm On All Days, that this Schedule be amended as follows:

1 Area A – Eversfield – delete item 1 (a) 2 and insert item 1 (a) 2 as follows:

1	Eversfield Place	(a)	North-west Side	2	From a point 6.6 metres south west of the boundary of Nos.47/48, south westwards to the boundary of Nos.40/41
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2 Area D – Wellington - Insert item 6.5 as follows:

1	Stonefield Place	(a)	North Side	1	From a point 4 metres east of its junction with Queen's Road eastwards to a point 9 metres west of its junction with Stonefield Road
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3 Area F – Old Town- Delete item 3 (a) 1 and insert item 3 (a) 1 as follows:

3	East Beach Street	(a)	South Side	1	From a point 7.5 metres east of its junction with The Bourne, eastwards to a point 3 metres west of its junction with All Saints' Street
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(xiv) Schedule Thirteen, (Residents, Residents Visitors, & Business User Permit Holders Excepted) Waiting Area Parking Places Limited to Two Hours in any period of Four Hours, Monday to Saturday 9.00am to 6.00pm, that this Schedule be amended as follows:

1 Area G Milward - Delete item 2, items 3 (a) 1, 3 (a) 2, and 3 (a) 4, and item 5 (a) 1, and insert item 3 (a) 4 as follows:

3	Milward Road	(a)	East Side	4	From the boundary of Nos. 80/82 northwards to a point 10 metres south-west of the boundary of Nos. 88/90
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2 Area G Milward - Delete item 4 (b) 2 and insert item 4 (b) 2 as follows::

4	Nelson Road	(b)	Outer side	2	From the south eastern boundary of Becket Mews south eastwards to a point 23 metres north west of its junction with Milward Road
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3 Area H Braybrooke - Delete item 9 (a) and insert item 9 (a) as follows:

9	Stanley Road	(a)	North Side	1	From a point 11 metres north-east of its junction with Wykeham Road, north-eastwards to a point 6.6 metres south-west of the boundary of Nos 4/6
9	Stanley Road	(a)	North Side	2	From the boundary of Nos 4/6, , north-eastwards to a point 12 metres south-west of its junction with Priory Avenue

(xv) Insert a new Section and Schedule Thirteen C as follows:

**Section Thirteen C
(Residents Permit Holders, Residents Visitors, and Business User Permit Holders Excepted), Waiting Area Parking Places Limited to Two Hours in any Period of Four Hours, 9.00am to 8.00pm On All Days**

1	Save as provided in Articles 3, 5 or 8 of this Section, no person shall cause or permit any vehicle to wait within the limited waiting area between the hours of 9.00am and 8.00pm on all days in any of the Parking Places specified in the Schedule to this Section;	
	(a)	for a longer period than two hours, or
	(b)	if a period of less than two hours has elapsed since the termination of the last period of waiting (if any) by that vehicle in that length of road.
2	The Council shall -	
	(a)	cause the limits of the Parking Places to be indicated on the Carriageway by placing and maintaining thereof the appropriate traffic signs;
	(b)	place and maintain on or in the vicinity of each Parking Place appropriate traffic signs for indicating that such Parking Places may be used for leaving of vehicles; and
	(c)	carry out such other work as is reasonably required for the purposes of the satisfactory operation of a Parking Place.
3	A person causing or permitting any vehicle to wait in a Parking Place in accordance with the foregoing provisions of the Section and those of Article 8 (a) and (b) (iv), (v), (vi), (vii), (viii), (ix) or (x) shall take all such steps as are necessary so that the vehicle shall stand:	
	(a)	(i) in single line parallel to the edge of the Carriageway;
		(ii) that the distance between the edge of the Carriageway and the nearest wheel of the vehicle is not more than 300mm (twelve inches); and
	(b)	that every part of the vehicle is within the limits of a Parking Space.
4	Where any vehicle is standing in a Parking Place in contravention of any of the provisions contained within this Section and a Civil Enforcement Officer has reason to believe that a Penalty Charge is payable, he may:-	
	(a)	fix a Penalty Charge Notice to the vehicle; or
	(b)	give such a notice to the person appearing to him to be in charge of the vehicle; and
	(c)	arrange for the vehicle to be removed from the Parking Place by any person duly authorised by East Sussex County Council, who shall provide for the safe custody of the vehicle where it is so removed; or
	(d)	cause to be altered the position of the vehicle in order that its position shall comply with those provisions; or
	(e)	in the case of an emergency cause to be moved any vehicle left in a Parking Place to any place he thinks fit.
5	(a)	Any person duly authorised by East Sussex County Council may suspend the use of the Parking Space or any part thereof whenever that person considers such suspension reasonably necessary:
		(i) for the purpose of facilitating the movement of traffic or promoting its safety;

	(ii)	for the purpose of enabling a bus or public service vehicle to wait there; or
	(iii)	for the purpose of any building operation, demolition or excavation adjacent to the Parking Place, the maintenance improvement or reconstruction of the road or the cleansing of gullies in or adjacent to the Parking Place, the laying, erection, alteration, removal or repair in or adjacent to the Parking Place of any sewer or of any main, pipe or apparatus or supply of gas, water or electricity or of any apparatus as defined in the Communications Act 2003 or the placing, maintenance or removal of any traffic sign, or a vehicle (other than a Passenger Vehicle) in the service of a local authority which is being used in pursuance of statutory power or duties;
(b)		Any person duly authorised by the Council may suspend for not longer than twenty four hours the use of a Parking Place or any part thereof whenever he considers such suspension reasonably necessary:
	(i)	for any of the purposes referred to in paragraph (a) of this Article;
	(ii)	for the convenience of occupiers of premises adjacent to the Parking Place on any occasion of the removal of furniture to or from one office or dwelling house adjacent to the Parking Place from or to a depository, another office or dwelling house.
	(iii)	on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or
	(iv)	for the convenience of occupiers of premises adjacent to the Parking Place at times of weddings, funerals or on other special occasions.
(c)		A duly authorised person suspending the use of the Parking Place or any part thereof in accordance with the provisions of paragraph (a) or, as the case may be, paragraph (b) of this Article shall thereupon place or cause to be placed in or adjacent to that Parking Place, or as the case may be, that part thereof and the use of which is suspended, a traffic sign indicating that waiting by vehicles is prohibited.
(d)		Save as provided by Article 8 (b) (i), (ii), (iii) or (iv), and to anything done with the permission of the person suspending the use of the Parking Place or part thereof in pursuance of paragraph (a) or, as the case may be, paragraph (b) of this Article, the provisions of Article 4 will apply to any person who causes or permits a vehicle to wait in any part of the Parking Place during such period as there is in or adjacent to that part of the Parking Place a traffic sign placed in pursuance of paragraph (c) of this Article.
(e)	(i)	Where a Parking Space or any part thereof is suspended for any of the purposes specified in sub-paragraph (iii) of paragraph (a) of this Article, a charge for the use of that Parking Space or part thereof to allow for the siting of plant, skips, contractor vehicles, scaffold and related equipment, shall be levied by the Council at the appropriate rate for each day of occupancy as set out in sub-paragraph (e) (ii) of this Article
	(ii)	The appropriate rate levied by the Council for the use of any suspended Parking Space or part thereof as specified in sub-paragraph (i) of this Article will be not more than the maximum daily income from a standard pay and display bay.

6		Where a traffic sign indicating the suspension of a Parking Place or any part thereof has been left in accordance with the provision of paragraph (c) of Article 5 of this section, no person except a Civil Enforcement Officer or other person duly authorised by the Council shall remove that sign.	
7	(a)	While any vehicle is in a Parking Place, no person shall use the vehicle in connection with the sale of any article to any person in or near the Parking Place or in connection with the selling or offering for sale of his skill or services;	
		Provided that nothing in this Article shall prevent the sale of goods from a vehicle -	
		(i)	if the vehicle is a Passenger Vehicle, and the goods are immediately delivered at or taken into premises adjacent to the vehicle from which the sale is effective; or
		(ii)	if the vehicle is one to which the provisions of Article 8(b)(viii) of this section apply.
	(b)	the Driver of a vehicle using a Parking Place shall stop the engine of the vehicle as soon as the vehicle is in the proper position in the Parking Place and shall not start the engine except when about the change the position of the vehicle in or to depart from the Parking Place.	
8	(a)	Notwithstanding the foregoing provisions of this Section, any vehicle may wait in any of the Parking Places specified in the Schedule to this Section (other than a Parking Place or part of a Parking Place the use of which has been suspended under Article 5 of this Section), if the vehicle is	
		(i)	a vehicle which clearly and continuously displays in the nearside of the windscreen of the vehicle such that all the particulars referred to in Article 12 of this Section are readily visible from the front of the vehicle;
		(1)	a Resident's Permit issued in accordance with Article 9 of this Section, except that the charge in connection with the issue of a Resident's Permit for the leaving of a vehicle in a Parking Place in this Section shall be that amount specified in the Structure of Tariffs to this Order, or such other sum as may be fixed from time to time by the Council, for a period of 12 months running from the beginning of the month in which the permit first becomes valid;
		(2)	a Resident's Visitors, or Business User Parking Permit issued in accordance with Article 9 of this Section; or
		(ii)	a Disabled Person's Vehicle which clearly and continuously displays a Disabled Person's Badge such that;
		(1)	in the case of a vehicle fitted with a dashboard or facia panel, the badge is exhibited thereon so that the front of the badge is legible from the outside of the vehicle; or
		(2)	in the case of a vehicle not fitted with a dashboard or facia panel, the badge is exhibited in a conspicuous position on the vehicle so that the front of the badge is legible from the outside of the vehicle; or
		(iii)	a vehicle which clearly and continuously displays a Waiver Certificate such that;

		(1)	the Waiver Certificate is displayed in the windscreen of the vehicle to which it relates in such a manner that the details of the vehicle, location and purposes for which it has been issued are clearly visible from the outside of the vehicle;
			provided that the Waiver Certificate has not been defaced or altered. Any alterations to or defacement of the Waiver Certificate shall render it invalid and render the use of the vehicle liable to the restrictions applicable to the location; or
		(iv)	a vehicle which clearly and continuously displays in the relevant position a Primary Care Workers Permit such that;
		(1)	the Primary Care Worker's Permit is displayed in the windscreen of the vehicle, adjacent to the vehicle excise licence, for the duration of the home visit, and
		(2)	the Primary Care Worker's Permit is removed from display when not in use;
			unless it is waiting for any of the reasons referred to in paragraph (b) of this Article below;
	(b)		Nothing in respect of paragraph (a) above shall apply to any vehicle waiting in any Parking Place or on any length of Carriageway specified in this Section (other than in a Parking Place or part of a Parking Place the use of which has been suspended under Article 5 of this Section) for so long as may be necessary to enable:
		(i)	a vehicle to wait owing to the Driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid accident;
		(ii)	a vehicle to be used for emergency vehicle purposes;
		(iii)	a vehicle to wait while it is used in connection with the removal of any obstruction to traffic;
		(iv)	a vehicle of (and bearing a livery used by) a universal service provider within the meaning ascribed by the Postal Services Act 2000 to be used for the purpose of delivering or collecting postal packets in the course of the provisions of a universal postal service as defined in that Act or, to any vehicle being used in connection with the servicing or cleaning of telephone kiosks;
		(v)	a person to board or alight from a vehicle;
		(vi)	a vehicle (not being a Passenger Vehicle) to wait to enable it to be used for any purpose specified in Article 5 (a) (iii) of this Section, whether or not the Parking Place has been suspended;
		(vii)	the vehicle (not being a Passenger Vehicle) is in actual use in connection with the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository;
		(viii)	the vehicle is waiting for the purpose of goods being sold or offered for sale from the vehicle by a person who is licensed to sell goods from a stationary pitch situated in the Parking Place;

		(ix)	the vehicle is waiting to enable it to be used in connection with posting or removing advertising materials in the form of posters on or from, or cleaning windows or chimneys in, premises adjacent to the Parking Place or length of Carriageway in which the vehicle is waiting;
		(x)	in any other case if the vehicle is waiting for the purpose of delivering or collecting goods or merchandise, or for loading or unloading at premises adjacent to the Parking Place.
9	(a)		Any resident who is the owner of a Passenger Vehicle, Dual Purpose Vehicle, invalid carriage, a goods Vehicle or a motor cycle, may apply to East Sussex County Council for the issue of a Resident's Permit for the leaving of a vehicle in any of the Parking Places specified in the Schedule to this Section.
	(b)	(i)	Any resident or proprietor of a guest house or hotel may apply to the Council for the issue of one, or books of ten Resident's Visitor's Parking Permits, for a Passenger Vehicle, Dual Purpose Vehicle, a motor cycle, where the gross Vehicle weight does not exceed 3500 kilograms, or which has been constructed or adapted to carry not more than sixteen seated passengers (in addition to the Driver), or is more than six metres in length; or
		(ii)	any business may apply to the Council for the issue of one, or books of ten Business User Parking Permits, each valid for a period of either five hours or ten hours for a goods Vehicle, Passenger Vehicle, Dual Purpose Vehicle, a motor cycle, where the gross Vehicle weight does not exceed 3500 kilograms, or which has been constructed or adapted to carry not more than sixteen seated passengers (in addition to the Driver), or is more than six metres in length.
			for the leaving of a vehicle in any of the Parking Places specified in the Schedule to this Section.
	(c)		Each application for a permit shall be made on a form issued by and obtainable from East Sussex County Council and shall include the information required by such form and shall be accompanied by a remittance for such charge specified in Article 13 of this Section as is appropriate in respect of the permit for which application is made.
	(d)		The Council may at any time require an applicant for a permit to produce to an officer of the Council such evidence in respect of an application for a permit made to them as they may reasonably require to verify any information given to them.
	(e)		On receipt of an application made under paragraphs (a) or (b) of this Article, and of the fee specified in Article 13 of this Section, the Council, upon being satisfied that the applicant is a resident and is the owner of a vehicle of a class specified in paragraphs (a) or (b) of this Article, shall issue to that applicant one protective cover for the display of a permit:

		(i)	and where the applicant is a resident, one Resident's Permit for the leaving in a parking space in any of the Parking Places specified in the Schedule to this Section of the vehicles to which such permit relates by the owner of such vehicle or by any person using such vehicle with the consent of the owner other than a person to whom such vehicle has been let for hire or reward: PROVIDED THAT subject to the provisions of Article 11 of this section the Council shall not issue a Resident's Permit to any resident which would be valid for any period during which any other Resident's Permit issued to that resident extends;
		(ii)	where the applicant is a resident or a proprietor of a guest house or hotel, one or more Resident's Visitor's Parking Permits for the leaving of a vehicle belonging to or being used by a person visiting or staying with that resident or proprietor of a guest house or hotel, in any of the Parking Places specified in the Schedule to this Section of the vehicle to which such permit relates; or
		(iii)	where the applicant is a business, one or more Business User Parking Permits for the leaving of a vehicle belonging to or being used by a person from or visiting that business in any of the Parking Places specified in the Schedule to this Section of the vehicle to which such permit relates.
PROVIDED THAT			
		(iv)	The said permits specified in paragraphs (ii) and (iii) above shall as the case may be, following their issue by the Council to a resident, proprietor of a guest house or hotel, or a business, be handed only by them to another person at the actual time of that person's visit to their property or premises; a Resident's Visitor's Parking Permit or Business User Parking Permit shall in no circumstances be sold on by a resident, proprietor of a guest house or hotel, or a business; and
		(v)	The Council may, at its absolute discretion issue or withhold Resident's Visitor's and (or) Business User Parking Permits and may limit the number of permits that are issued at any one time generally or in respect of a particular household, guest house, hotel, or business and may require the production and surrender of used permits before issuing a further permit or permits.
10	(a)		A permit holder may surrender a permit to the Council at any time and shall surrender:-
		(i)	a Resident's Permit to the Council on the occurrence of any one of the events set out in paragraph (c) of this Article; or
		(ii)	a Resident's Visitor's or Business User Parking Permit to the Council on the occurrence of any one of the events set out in paragraph (c) (i), (ii), (iv) or if requested (vii) of this Article;
	(b)		The Council may, by notice in writing served on the permit holder at the address shown by that person on the application for a permit or at any other address believed to be that persons residence, withdraw a permit or permit(s) if it appears to the Council that any one of the events set out in paragraph (c) (i), (iii), (iv) or (v) of this Article has occurred and the permit holder shall surrender the permit or permits to the Council within 48 hours of the receipt of such notice.

	(c)	The events referred to in the foregoing provisions of this Article are	
		(i)	the permit holder ceasing to be in the case of a permit issued under Article 9 (e) of this Section - a resident of the Parking Area to which the permit applies;
		(ii)	the withdrawal of such permit by the Council under paragraph (b) of this Article;
		(iii)	the permit holder ceasing to be the owner of the vehicle in respect of which the permit was issued;
		(iv)	the vehicle in respect of which such permit was issued being adapted or used in such a manner that it is not a vehicle of a class specified in Article 9 of this Section;
		(v)	the revocation of the designation of the Parking Place in respect of which the permit was issued;
		(vi)	the issue of a revised permit or a duplicate permit by the Council under the provisions of Article 11 of this Section;
		(vii)	the permit ceasing to be valid pursuant to the provisions of paragraph (d) of this Article.
	(d)	Without prejudice to the foregoing provisions of this Article, a permit shall cease to be valid at the expiration of the period specified thereon which in the case of	
		(i)	a Resident's Permit shall not exceed a period of 12 months from the beginning of the month during which it first became valid or on the occurrence of any one of the events set out in paragraph (c) of this Article, whichever is the earlier;
		(ii)	a Resident's Visitor's Parking Permit, shall not exceed a period of 5 hours from the time it becomes valid in accordance with the provisions of Article 12 (b) below; or
		(iii)	a Business User Parking Permit, shall not exceed a period of 10 hours from the time it becomes valid in accordance with the provisions of Article 12 (b) below.
	(e)	Nothing in the foregoing provisions, of this Article shall affect the validity of or require the surrender of or enable the Council to withdraw a Resident's Permit or not renew it on the grounds that the event set out in paragraph (c) (iii) of this Article has occurred if the permit holder has duly applied to the Council for the permit to be amended pursuant to Article 11 of this Section.	
	(f)	Where a permit relating to a parking space is issued pursuant to Article 9 (d) of this Section to any person upon receipt of a cheque and the cheque is subsequently dishonoured, the permit or permits shall cease to be of any effect and the Council shall by notice in writing served on the permit holder by sending the same by Recorded Delivery to him at the address shown by that person on the application for the permit or permits or at any other address believed to be that persons place of abode or registered address, require that person to surrender the permit or permits to the Council within 48 hours of the receipt of the aforementioned notice.	
11	(a)	(i)	A Resident's Permit holder may at any time apply to the Council for a Resident's Permit issued to him to be amended so as to relate to any other vehicle.

	(ii)	Upon receipt of an application pursuant to sub-paragraph (a) (i) and of the relevant permit, the Council may amend the permit accordingly or to such lesser extent as they think fit, or, at their discretion, issue a revised permit, and if a revised permit is so issued, the original permit shall become invalid and shall be surrendered to the Council.
	(b)	If a Resident's Permit is mutilated or defaced or the figures or particulars on it have become illegible or the colour of the permit has become altered by fading or otherwise, the permit holder shall surrender it to the Council and may apply to the Council for the issue to him of a duplicate permit and the Council, upon receipt of the permit if such receipt is accompanied by an application for a duplicate Resident's Permit shall issue a duplicate permit so marked.
	(c)	If a Resident's Permit is lost or destroyed, the permit holder may apply to the Council for the issue to him of a duplicate permit and the Council, upon being satisfied as to such loss or destruction, shall issue a duplicate permit so marked.
	(d)	The provisions of this Section shall apply to a duplicate Resident's Permit and an application for a duplicate permit as if it were a permit, or as the case may be, an application there for.
12	(a)	A Resident's Permit shall be in writing and shall include the following particulars:
	(i)	the registration mark of the vehicle in respect of which the permit has been issued;
	(ii)	the period during which, subject to the provisions Article 10 (d) of this Section, the permit shall remain valid;
	(iii)	an authentication that the permit has been issued by the Council;
	(iv)	in the case of a resident the words 'Residents Parking Permit'
	(v)	the parking area, designated name and letter; and
	(vi)	an indication that the charge appropriate to the period during which the permit shall remain valid has been paid to the Council.
	(b)	A Resident's Visitor's Parking Permit and Business User Parking Permit shall be in writing and shall include the following particulars:
	(i)	the period during which, subject to the provisions of Article 10 (d) of this Section, the permit shall remain valid;
	(ii)	an authentication that the permit has been issued by the Council;
	(iii)	the words 'Resident's Visitor's Parking Permit' or as the case may be 'Business User Parking Permit'; and
	(iv)	the parking area, designated name and letter;
		but it shall only become valid once the commencement of the period when the vehicle on which the voucher is displayed was left in the Parking Place by means of clear and appropriate indications having been made by or on behalf of the Driver of:

	(v)	the day of the week;
	(vi)	the date in the month;
	(vii)	the month;
	(viii)	the hour of the day;
	(ix)	the next succeeding five minute index within the hour of the day at which the vehicle was first left in the Parking Place; and
	(x)	providing the registration mark of the vehicle in respect of which the permit has been issued has been inscribed in the relevant position on the face of the permit.
	(c)	Subject to the provisions of paragraph (b) above, a Resident's Visitor's Parking Permit or a Business User Parking Permit which indicates other or more than the correct indications shall not be a valid parking permit.
13	The charge in connection with the issue of:	
	(a)	A Resident's Permit, for a period of 12 months running from the beginning of the month in which the permit first becomes valid; or
	(b)	A Resident's Visitor's Permit; or
	(c)	A five-hour or ten-hour Business User Permit;
	for the leaving of a vehicle in a Parking Place shall be as specified in the Structure of Tariffs to this Order, or any other amount fixed from time to time by East Sussex County Council.	
14	The charge in connection with the issue of a permit for the leaving of a vehicle in a Parking Place shall be payable in accordance with the provisions of Article 9 of this Section.	
15	(a)	A permit holder who surrenders a Resident's Permit to the Council before the permit becomes valid shall be entitled to a refund of the charges paid in respect of the issue thereof.
	(b)	A permit holder who surrenders a Resident's Permit issued to him for a period of 12 months in respect of a Parking Place to the Council after it has become valid shall be entitled to a refund of part of the charge paid in connection with the issue thereof calculated in accordance with the provisions of paragraph (c) of this Article.
	(c)	The part of the fee which is refundable under the provisions of the last foregoing paragraph shall be the sum of one twelfth part of the amount specified in Article 13 of this Section in respect of each complete month of the period specified thereon as the period during which it shall be valid which remains unexpired at the time when the permit is surrendered to the Council.
	(d)	No refund shall be made in respect of a Resident's Visitor's Parking Permit or Business User Parking Permit, whether or not that permit has been validated in accordance with the provisions of Article 12 (b).

16		Notwithstanding any other provision in this Section, any vehicle may wait in any of the Parking Places specified in the Schedule to this Section (other than a Parking Place or part of a Parking Place the use of which has been suspended under Article 5 of this Section), or in any of the lengths of road specified in the Schedule to this Section, between the hours of midnight and 9am, and between the hours of 8pm and midnight on all days.
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Schedule Thirteen C
(Residents Permit Holders, Residents Visitors, and Business User
Permit Holders Excepted), Waiting Area Parking Places Limited to Two
Hours in any Period of Four Hours, 9.00am to 8.00pm On All Days

1 Parking places for use by Area G and Area D permit holders only, or for up to two hours waiting by non-permit holders.

1	Milward Crescent	(a)	East side	1	From a point 2 metres south-west of the south-western boundary of No. 2, north-eastwards and north-westwards to a point 1.5 metres south-east of the boundary of Nos. 58/60
1	Milward Crescent	(b)	West Side	1	From a point 0.5 metres north-east of the prolongation of the boundary of Nos. 2/4, north-eastwards and north-westwards to a point 1.5 metres south-east of the prolongation of the boundary of Nos. 58/60
2	Milward Road	(a)	East Side	1	From a point 6 metres north-east of the north-eastern boundary of Wellington Lodge, north eastwards to a point 2.5 metres north-east of the boundary of Nos. 33/35
2	Milward Road	(a)	East Side	2	From the boundary of Nos. 46/48 north-eastwards to a point 10 metres south-west of the boundary of Nos. 58/60
2	Milward Road	(a)	East Side	3	From a point 1 metre north-east of the boundary of nos. 58/60, north-eastwards to a point 1 metre south-west of the prolongation of the boundary of Nos. 89/91
2	Milward Road	(b)	West side	1	From a point 2.5 metres north-east of the boundary of Nos. 41/43, north-eastwards to a point 10 metres south-west of the prolongation of the boundary of Nos. 58/60
2	Milward Road	(b)	West Side	2	From a point 1 metre north of the prolongation of the boundary of Nos. 58/60, north-eastwards to a point 3.5 metres south-west of the boundary of Nos. 87/89
3	Stonefield Road	(a)	North-east Side	1	From a point 7 metres north-west of its junction with Nelson Road, north-westwards to a point 2 metres south-west of the rear boundary of

					Nos.13/15 Nelson Road
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2 Parking places for use by Area F permit holders only, or for up to two hours waiting by non-permit holders.

1	Old London Road	(a)	North-west Side	1	From a point 1 metre north-east of the boundary of Nos.462/464, north-eastwards to a point 2 metres north-east of the boundary of Nos. 476/478
6	Old London Road	(a)	North-west Side	2	From a point 30 metres north-east of the prolongation of the boundary of Nos. 1/3, north-eastwards to a point 8 metres north-west of the boundary of Nos. 71/73

(xvi) Schedule Sixteen, On Street Pay And Display Parking Places At Hastings, Waiting Area Limited to Two Hours In Any Period of Four Hours, 9.00am to 6.00 pm On All Days, that this Schedule be amended as follows:

- 1 Delete item 14 (Stonefield Place)
- 2 Delete item 16 (Wellington Square)
- 3 Insert item xx xx xx as follows:

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(xvii) Schedule Seventeen A, Low Tariff On Street Pay and Display Parking Places At Hastings, Waiting Area Limited To Four Hours In Any Period of Eight Hours, 9.00am to 6.00pm On All Days, that this Schedule be amended as follows:

- 1 Delete item 2 (Wellington Road)

(xviii) Insert a new Section and Schedule Seventeen C as follows:

**Section Seventeen C
Permit Holder Parking (no maximum stay) or On Street Pay And Display Parking
Waiting Area Limited To Four Hours In Any Period Of Eight Hours, 9.00am to 8.00pm
On All Days**

1	(a)	Each area on a highway in the Borough of Hastings which is specified in the Schedule to this Section is hereby designated as a parking place.
	(b)	Notwithstanding any of the other provisions of this Section, any vehicle may wait in any of the parking places specified in the Schedule to this Section (other than a parking place or part of a parking place the use of which has been suspended under Article 5 of this Section), if the vehicle is

		(i)	A vehicle which clearly and continuously displays in the nearside of the windscreen of the vehicle such that all the particulars referred to in Article 5 of Section TWELVE of The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013, as amended are readily visible from the front of the vehicle;
		(1)	a Resident's Permit issued in accordance with Article 2 of Section TWELVE of The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013, as amended, except that the charge in connection with the issue of a Resident's Permit for the leaving of a vehicle in a parking place in this Section shall be as specified in the Structure of Tariffs contained elsewhere in this Order, or such other sum as may be fixed from time to time by the Council, for a period of 12 months running from the beginning of the month in which the permit first becomes valid;
		(2)	a Resident's Visitors, or Business User Parking Permit issued in accordance with Section TWELVE of The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013, as amended.
2	The limits of each parking place, and the limits of parking space in a parking place, shall be indicated in such manner as East Sussex County Council may determine.		
3	Each parking place may be used, in accordance with and subject to the provisions of this Section, for the leaving of passenger vehicles, light vans, disabled persons' vehicles, dual purpose vehicles, invalid carriages, motorcycles or motor tricycles only at all times.		
4	Where, in the Schedule to this Section, a parking place or any part thereof is described as being available for use by vehicles of a specified class or in a specified position, the driver of a vehicle shall not permit it to wait in that parking place:-		
	(a)	unless it is one of the specified classes described in Article 3 above; or	
	(b)	in a position other than that specified.	
5	When a vehicle is left in a parking place during the charging hours, whether or not the vehicle was brought into the parking place during those hours, the driver thereof shall pay a charge (hereinafter referred to as the 'minimum parking charge') in accordance with the following provisions of this Section.		
6	Notwithstanding any other provision in this Section, in all cases, for any vehicle left during the charging hours in a parking place specified in the Schedule to this Section:		
	(a)	The minimum parking charge payable shall be as set in the Structure of Tariffs contained elsewhere in this Order, or any other amount made by any subsequent Notice of Variation or Order made by East Sussex County Council	
	(b)	The minimum parking charge payable shall be payable for an initial duration of waiting which does not exceed the period shown in the Structure of Tariffs.	
	(c)	The maximum period of waiting shall not exceed four hours.	
	(d)	The maximum charge payable for a motor-cycle or motor-tricycle shall not exceed the equivalent hourly rate applicable to the parking place where the motor-cycle or motor-tricycle is waiting.	

7	The minimum parking charge payable shall be payable, on the leaving of the vehicle in a parking place specified in the Schedule to this Section, by the insertion in the ticket machine relating to the parking place in which the vehicle is left coins of the denomination of 5p, 10p, 20p, 50p, £1 or £2 or, by such other method as the Council may authorise, to make up the amount of the minimum parking charge for the period for which payment is being made; and where more coins than one are required, they shall be inserted in the ticket machine immediately one after the other.	
8	Upon payment of the minimum charge for the vehicle, the driver thereof shall exhibit on that vehicle, in accordance with the provisions of Article 9 of this Section, a ticket issued by a ticket machine relating to the parking place in which the vehicle is left.	
9	The ticket referred to in Article 8 above shall be clearly and continuously exhibited on the vehicle:-	
	(a)	where the vehicle is fitted with a front glass windscreen extending across the vehicle to the near side: facing forwards on the near side of the glass of such windscreen, behind the glass; or
	(b)	where the vehicle is not fitted with a front glass windscreen: on the near side of the vehicle, facing towards the near side of the road;
	but in all cases so that the time shown on the ticket is clearly visible to a person standing at the near side of the vehicle.	
10	No vehicle which has been taken away from a parking place after the minimum charge had been incurred shall, until the expiration of four hours from the time it was taken away, again be left in that parking place during the charging hours.	
11	If, at any time while a vehicle is left in a parking place during the charging hours, no ticket is exhibited on that vehicle in accordance with the provisions of Article 9 of this Section, and a Civil Enforcement Officer has reason to believe that the minimum charge has not been duly paid, or if the vehicle has been left otherwise than authorised by another Article within this Section in a designated parking place, or beyond the period of parking which has been paid for, he may:-	
	(a)	fix a penalty charge notice to the vehicle (hereinafter referred to as 'the penalty charge'); or
	(b)	give such a notice to the person appearing to him to be in charge of the vehicle; and
	(c)	arrange for the vehicle to be removed from the parking place by any person duly authorised by East Sussex County Council, who shall provide for the safe custody of the vehicle where it is so removed; or
	(d)	cause to be altered the position of the vehicle in order that its position shall comply with those provisions; or
	(e)	in the case of emergency cause to be moved any vehicle left in a parking place to any place he thinks fit.
12	In the case of a vehicle in respect of which a penalty charge may have been incurred, a Civil Enforcement Officer shall have the power to attach to the vehicle in a conspicuous position a penalty charge notice	

13	The period for which a vehicle may be left in a parking place during the charging hours after the penalty charge has been incurred shall not exceed two hours.	
14	Where a notice has been attached to a vehicle in accordance with the provisions of Article 12 of this Section, no person, not being the driver of the vehicle, or a person duly authorised by East Sussex County Council shall remove the notice from the vehicle unless authorised to do so by the driver.	
15	The Penalty Charge shall be paid to the Council either by cheque, bankers draft, money order or postal order which shall be delivered or sent by post so as to reach The Parking Shop, 32e Kings Road, St Leonards On Sea, TN37 6DX, no later than the 28th day following the day on which the penalty charge was served, or by credit or debit card or in cash in person at The Parking Shop, by telephone (08456 801129 – select Option 3) or via the Council Web Site at www.eastsussex.gov.uk/parking not later than as aforesaid.	
16	The Council shall -	
	(a)	cause the limits of the parking places to be indicated on the carriageway by placing and maintaining thereof the appropriate traffic signs;
	(b)	place and maintain on or in the vicinity of each parking place appropriate traffic signs for indicating that such parking places may be used for the leaving of the appropriate vehicles specified in Article 3 of this Section;
	(c)	Install ticket machines at or in the vicinity of the parking places in such positions as East Sussex County Council think fit, and the County Council. or any other person who is duly authorised by them, shall carry out such other works and maintenance, as is reasonably required for the purposes of the satisfactory operation of the parking places; and
	(d)	Carry out such other work as is reasonably required for the purposes of the satisfactory operation of a parking place.
17	(a)	Any vehicle which clearly and continuously displays a disabled person's badge issued by any local authority such that;
	(i)	in the case of a vehicle fitted with a dashboard or facia panel, the badge is exhibited thereon so that Part 1 of the badge is legible from the outside of the vehicle; or
	(ii)	in the case of a vehicle not fitted with a dashboard or facia panel, the badge is exhibited in a conspicuous position on the vehicle so that Part 1 of the badge is legible from the outside of the vehicle; and
		the vehicle is left in a parking place that is subject to the provisions of this Section, shall be exempt from the payment of any charge, and from any time limit, specified in the foregoing provisions of, and Schedule to this Section.
	(b)	Any vehicle which clearly and continuously displays a Waiver Certificate issued by East Sussex County Council, such that;

		(i)	the Waiver Certificate is displayed in the windscreen of the vehicle to which it relates in such a manner that the details of the vehicle, location and purposes for which it has been issued are clearly visible from the outside of the vehicle; and
			the vehicle is left in a parking place that is subject to the provisions of this Section, shall be exempt from the payment of any charge, and from any time limit, specified in the foregoing provisions of, and Schedule to this Section.
		(c)	Without prejudice to the generality of this Article, a vehicle to which this Article applies shall stand in a parking place in accordance with Article 18 of this Section.
18	A person causing or permitting any vehicle to wait in a parking place in accordance with the foregoing provisions of this Section and those of Article 23 (a) and (b) (iv), (v), (vi), (vii), (viii), (ix) or (x) shall take all such steps as are necessary so that the vehicle shall stand:		
	(a)	(i)	If the parking place is not in a one-way street, in single line parallel to the edge of the carriageway;
		(ii)	If the parking place is in a one-way street, that the left or nearside of a vehicle is adjacent to the left hand edge of the carriageway or that the right or off-side of the vehicle is adjacent to the right hand edge of the carriageway;
		(iii)	That the distance between the edge of the carriageway and the nearest wheel of the vehicle is not more than 300mm (twelve inches); and
	(b)		that every part of the vehicle is within the limits of a parking space; or
	(c)		wholly within the limits of the parking place in echelon at the angle indicated by lines marking out the position of each parking space.
19	Where any vehicle is standing in a parking place in contravention of any of the provisions contained within this Section and a Civil Enforcement Officer has reason to believe that a penalty charge is payable he will act in accordance with the provisions set out in Article 11 of this Section.		
20	(a)		Any person duly authorised by either East Sussex County Council may suspend the use of a parking place, or any part thereof, whenever such suspension is reasonably considered necessary:-
		(i)	for the purpose of facilitating the movement of traffic or promoting its safety;
		(ii)	for the purpose of enabling a bus or public service vehicle to wait there; or
		(iii)	for the maintenance improvement or reconstruction of the road or the cleaning of gullies in or adjacent to the parking place, the laying, erection, alteration, removal or repair in or adjacent to the parking place of any sewer or of any main, pipe or apparatus or supply of gas, water or electricity or of any telecommunications apparatus as defined in the Telecommunications Act 1984 or the placing, maintenance or removal of any traffic sign, or a vehicle in the service of a local authority which is being used in pursuance of statutory powers or duties;

	(b)	Any person duly authorised by the Council may suspend for not longer than twenty-four hours the use of a parking place or any part thereof whenever he considers such suspension reasonably necessary:	
		(i)	for any of the purposes referred to in sub-paragraphs (i), (ii) or (iii) of paragraph (a) of this Article;
		(ii)	for the convenience of occupiers of premises adjacent to the parking place on any occasion of the removal of furniture to or from one office dwelling house adjacent to the parking place from or to a depository, another office or dwelling house;
		(iii)	on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or
		(iv)	for the convenience of occupiers of premises adjacent to the parking place at times of weddings, funerals, or on other special occasions.
	(c)	A duly authorised person suspending the use of a parking place or a part thereof in accordance with the provisions of paragraph (a) or, as the case may be, paragraph (b) of this Article shall thereupon place or cause to be placed in or adjacent to that parking place, or as the case may be, that part thereof and the use of which is suspended a traffic sign indicating that waiting by vehicles is prohibited.	
	(d)	Save as provided by Article 23 (a) (i), (ii), (iii), or (iv), and to anything done with the permission of the person suspending the use of the parking place or part thereof in pursuance of paragraph (a) of this Article, the provisions of Article 11 will apply to any person who caused or permits a vehicle to wait in any part of a parking place during such period as there is in or adjacent to that part of the parking place a traffic sign placed in pursuance of paragraph (c) of this Article.	
20	(e)	(i)	Where a parking space or any part thereof is suspended for any of the purposes specified in sub-paragraph (iii) of paragraph (a) of this Article, a charge for the use of that parking space or part thereof to allow for the siting of plant, skips, contractor vehicles, scaffold and related equipment, shall be levied by the Council at the appropriate rate for each day of occupancy as set out in sub-paragraph (ii) of this Article
		(ii)	The appropriate rate levied by the Council for the use of any suspended parking space or part thereof as specified in sub-paragraph (i) of this Article will be not more than the maximum daily income from a standard pay and display bay.
21	Where a traffic sign indicating the suspension of a parking place or any part thereof has been left in accordance with the provision of paragraph (c) of Article 20 of this section, no person except a Civil Enforcement Officer or other person duly authorised by the Council shall remove that sign.		
22	(a)	While any vehicle is in a parking place, no person shall use the vehicle in connection with the sale of any article to any person in or near the parking place or in connection with the selling or offering for sale of his skill or services;	
Provided that nothing in this Article shall prevent the sale of goods from a vehicle			
		(i)	if the vehicle is a passenger vehicle, and the goods are immediately delivered at or taken into premises adjacent to the vehicle from which the sale is effective; or

		(ii)	if the vehicle is one to which the provisions of Article 23 (b) (viii) of this Section apply; or
	(b)		The driver of a vehicle using a parking place shall stop the engine of the vehicle as soon as the vehicle is in the proper position in the parking place and shall not start the engine except when about to change the position of the vehicle in or to depart from the parking place.
23	(a)		Notwithstanding the foregoing provisions of this Section, any vehicle may wait without charge in any of the parking places specified in the Schedule to this Section (other than a parking place or part of a parking place the use of which has been suspended under Article 20 of this Section) if the vehicle is waiting for any of the reasons specified in paragraph (b) of this Article below;
	(b)		Nothing in respect of paragraph (a) above shall apply to any vehicle waiting in any parking place or on any length of carriageway specified in this Section (other than in a parking place or part of a parking place the use of which has been suspended under Article 20 of this Section) for so long as may be necessary to enable:
		(i)	a vehicle to wait owing to the driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid accident;
		(ii)	a vehicle to be used for emergency vehicle purposes, or is a vehicle (other than a passenger vehicle) in the service of a local authority being used in pursuance of statutory powers or duties;
		(iii)	a vehicle to wait to while it is used in connection with the removal of any obstruction to traffic;
		(iv)	a vehicle of (and bearing a livery used by) a universal service provider within the meaning ascribed by the Postal Services Act 2000 to be used for the purpose of delivering or collecting postal packets in the course of the provisions of a universal postal service as defined in that Act or, to any vehicle being used in connection with the servicing or cleaning of telephone kiosks;
		(v)	a person to board or alight from a vehicle;
		(vi)	the vehicle is a security vehicle being used to transport cash or bullion;
		(vii)	a vehicle (not being a passenger vehicle) to wait to enable it to be used for any purpose specified in Article 20 (a) (iii) of this Section, whether or not the parking place has been suspended;
		(viii)	the vehicle is waiting for the purpose of goods being sold or offered for sale from the vehicle by a person who is licensed to sell goods from a stationary pitch situated in the parking place;
		(ix)	the vehicle is waiting to enable it to be used in connection with posting or removing advertising materials in the form of posters on or from, or cleaning windows or chimneys in, premises adjacent to the parking place or length of carriageway in which the vehicle is waiting;
		(x)	in any other case if the vehicle is waiting for the purpose of delivering or collecting goods or merchandise, or for loading or unloading at premises adjacent to the parking place.

	(c)	Except as provided by Article 17 and in the foregoing provisions of this Article, the driver of a vehicle shall not cause or permit the vehicle to wait in a parking place during the charging hours without payment of the minimum parking charge.
	(d)	Nothing in the foregoing provisions of this Article shall be taken as authorising anything which would be a contravention of any regulations made or having effect as if made under Section 45 of the Act of 1984.

Schedule Seventeen C
Permit Holder Parking (no maximum stay) or On Street Pay And Display Parking
Waiting Area Limited To Four Hours In Any Period Of Eight Hours, 9.00am to 8.00pm
On All Days

1	Wellington Road	(a)	North side	1	From a point 20 metres west of its junction with Priory Road, westwards for a distance of 67 metres
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(xix) Insert a new Section and Schedule Seventeen D as follows:

Section Seventeen D
Permit Holder Parking (no maximum stay) or On Street Pay And Display Parking
Waiting Area Limited To Two Hours In Any Period Of Four Hours, 9.00am to 8.00pm
On All Days

1	(a)	Each area on a highway in the Borough of Hastings which is specified in the Schedule to this Section is hereby designated as a parking place.
	(b)	Notwithstanding any of the other provisions of this Section, any vehicle may wait in any of the parking places specified in the Schedule to this Section (other than a parking place or part of a parking place the use of which has been suspended under Article 5 of this Section), if the vehicle is
	(i)	A vehicle which clearly and continuously displays in the nearside of the windscreen of the vehicle such that all the particulars referred to in Article 5 of Section TWELVE of The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013, as amended are readily visible from the front of the vehicle;

		(1)	a Resident's Permit issued in accordance with Article 2 of Section TWELVE of The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013, as amended, except that the charge in connection with the issue of a Resident's Permit for the leaving of a vehicle in a parking place in this Section shall be as specified in the Structure of Tariffs contained elsewhere in this Order, or such other sum as may be fixed from time to time by the Council, for a period of 12 months running from the beginning of the month in which the permit first becomes valid;
		(2)	a Resident's Visitors, or Business User Parking Permit issued in accordance with Section TWELVE of The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013, as amended.
2	The limits of each parking place, and the limits of parking space in a parking place, shall be indicated in such manner as East Sussex County Council may determine.		
3	Each parking place may be used, in accordance with and subject to the provisions of this Section, for the leaving of passenger vehicles, light vans, disabled persons' vehicles, dual purpose vehicles, invalid carriages, motorcycles or motor tricycles only at all times.		
4	Where, in the Schedule to this Section, a parking place or any part thereof is described as being available for use by vehicles of a specified class or in a specified position, the driver of a vehicle shall not permit it to wait in that parking place:-		
	(a)	unless it is one of the specified classes described in Article 3 above; or	
	(b)	in a position other than that specified.	
5	When a vehicle is left in a parking place during the charging hours, whether or not the vehicle was brought into the parking place during those hours, the driver thereof shall pay a charge (hereinafter referred to as the 'minimum parking charge') in accordance with the following provisions of this Section.		
6	Notwithstanding any other provision in this Section, in all cases, for any vehicle left during the charging hours in a parking place specified in the Schedule to this Section:		
	(a)	The minimum parking charge payable shall be as set in the Structure of Tariffs contained elsewhere in this Order, or any other amount made by any subsequent Notice of Variation or Order made by East Sussex County Council	
	(b)	The minimum parking charge payable shall be payable for an initial duration of waiting which does not exceed the period shown in the Structure of Tariffs.	
	(c)	The maximum period of waiting shall not exceed four hours.	
	(d)	The maximum charge payable for a motor-cycle or motor-tricycle shall not exceed the equivalent hourly rate applicable to the parking place where the motor-cycle or motor-tricycle is waiting.	
7	The minimum parking charge payable shall be payable, on the leaving of the vehicle in a parking place specified in the Schedule to this Section, by the insertion in the ticket machine relating to the parking place in which the vehicle is left coins of the denomination of 5p, 10p, 20p, 50p, £1 or £2 or, by such other method as the Council may authorise, to make up the amount of the minimum parking charge for the period for which payment is being made; and where more coins than one are required, they shall be inserted in the ticket machine immediately one after the other.		

8	Upon payment of the minimum charge for the vehicle, the driver thereof shall exhibit on that vehicle, in accordance with the provisions of Article 9 of this Section, a ticket issued by a ticket machine relating to the parking place in which the vehicle is left.	
9	The ticket referred to in Article 8 above shall be clearly and continuously exhibited on the vehicle:-	
	(a)	where the vehicle is fitted with a front glass windscreen extending across the vehicle to the near side: facing forwards on the near side of the glass of such windscreen, behind the glass; or
	(b)	where the vehicle is not fitted with a front glass windscreen: on the near side of the vehicle, facing towards the near side of the road;
	but in all cases so that the time shown on the ticket is clearly visible to a person standing at the near side of the vehicle.	
10	No vehicle which has been taken away from a parking place after the minimum charge had been incurred shall, until the expiration of four hours from the time it was taken away, again be left in that parking place during the charging hours.	
11	If, at any time while a vehicle is left in a parking place during the charging hours, no ticket is exhibited on that vehicle in accordance with the provisions of Article 9 of this Section, and a Civil Enforcement Officer has reason to believe that the minimum charge has not been duly paid, or if the vehicle has been left otherwise than authorised by another Article within this Section in a designated parking place, or beyond the period of parking which has been paid for, he may:-	
	(a)	fix a penalty charge notice to the vehicle (hereinafter referred to as 'the penalty charge'); or
	(b)	give such a notice to the person appearing to him to be in charge of the vehicle; and
	(c)	arrange for the vehicle to be removed from the parking place by any person duly authorised by East Sussex County Council, who shall provide for the safe custody of the vehicle where it is so removed; or
	(d)	cause to be altered the position of the vehicle in order that its position shall comply with those provisions; or
	(e)	in the case of emergency cause to be moved any vehicle left in a parking place to any place he thinks fit.
12	In the case of a vehicle in respect of which a penalty charge may have been incurred, a Civil Enforcement Officer shall have the power to attach to the vehicle in a conspicuous position a penalty charge notice	
13	The period for which a vehicle may be left in a parking place during the charging hours after the penalty charge has been incurred shall not exceed two hours.	
14	Where a notice has been attached to a vehicle in accordance with the provisions of Article 12 of this Section, no person, not being the driver of the vehicle, or a person duly authorised by East Sussex County Council shall remove the notice from the vehicle unless authorised to do so by the driver.	

15	The Penalty Charge shall be paid to the Council either by cheque, bankers draft, money order or postal order which shall be delivered or sent by post so as to reach The Parking Shop, 32e Kings Road, St Leonards On Sea, TN37 6DX, no later than the 28th day following the day on which the penalty charge was served, or by credit or debit card or in cash in person at The Parking Shop, by telephone (08456 801129 – select Option 3) or via the Council Web Site at www.eastsussex.gov.uk/parking not later than as aforesaid.	
16	The Council shall -	
	(a)	cause the limits of the parking places to be indicated on the carriageway by placing and maintaining thereof the appropriate traffic signs;
	(b)	place and maintain on or in the vicinity of each parking place appropriate traffic signs for indicating that such parking places may be used for the leaving of the appropriate vehicles specified in Article 3 of this Section;
	(c)	Install ticket machines at or in the vicinity of the parking places in such positions as East Sussex County Council think fit, and the County Council. or any other person who is duly authorised by them, shall carry out such other works and maintenance, as is reasonably required for the purposes of the satisfactory operation of the parking places; and
	(d)	Carry out such other work as is reasonably required for the purposes of the satisfactory operation of a parking place.
17	(a)	Any vehicle which clearly and continuously displays a disabled person's badge issued by any local authority such that;
	(i)	in the case of a vehicle fitted with a dashboard or facia panel, the badge is exhibited thereon so that Part 1 of the badge is legible from the outside of the vehicle; or
	(ii)	in the case of a vehicle not fitted with a dashboard or facia panel, the badge is exhibited in a conspicuous position on the vehicle so that Part 1 of the badge is legible from the outside of the vehicle; and
		the vehicle is left in a parking place that is subject to the provisions of this Section, shall be exempt from the payment of any charge, and from any time limit, specified in the foregoing provisions of, and Schedule to this Section.
	(b)	Any vehicle which clearly and continuously displays a Waiver Certificate issued by East Sussex County Council, such that;
	(i)	the Waiver Certificate is displayed in the windscreen of the vehicle to which it relates in such a manner that the details of the vehicle, location and purposes for which it has been issued are clearly visible from the outside of the vehicle; and

		the vehicle is left in a parking place that is subject to the provisions of this Section, shall be exempt from the payment of any charge, and from any time limit, specified in the foregoing provisions of, and Schedule to this Section.
	(c)	Without prejudice to the generality of this Article, a vehicle to which this Article applies shall stand in a parking place in accordance with Article 18 of this Section.
18	A person causing or permitting any vehicle to wait in a parking place in accordance with the foregoing provisions of this Section and those of Article 23 (a) and (b) (iv), (v), (vi), (vii), (viii), (ix) or (x) shall take all such steps as are necessary so that the vehicle shall stand:	
	(a)	(i) If the parking place is not in a one-way street, in single line parallel to the edge of the carriageway;
		(ii) If the parking place is in a one-way street, that the left or nearside of a vehicle is adjacent to the left hand edge of the carriageway or that the right or off-side of the vehicle is adjacent to the right hand edge of the carriageway;
		(iii) That the distance between the edge of the carriageway and the nearest wheel of the vehicle is not more than 300mm (twelve inches); and
	(b)	that every part of the vehicle is within the limits of a parking space; or
	(c)	wholly within the limits of the parking place in echelon at the angle indicated by lines marking out the position of each parking space.
19	Where any vehicle is standing in a parking place in contravention of any of the provisions contained within this Section and a Civil Enforcement Officer has reason to believe that a penalty charge is payable he will act in accordance with the provisions set out in Article 11 of this Section.	
20	(a)	Any person duly authorised by either East Sussex County Council may suspend the use of a parking place, or any part thereof, whenever such suspension is reasonably considered necessary:-
		(i) for the purpose of facilitating the movement of traffic or promoting its safety;
		(ii) for the purpose of enabling a bus or public service vehicle to wait there; or
		(iii) for the maintenance improvement or reconstruction of the road or the cleaning of gullies in or adjacent to the parking place, the laying, erection, alteration, removal or repair in or adjacent to the parking place of any sewer or of any main, pipe or apparatus or supply of gas, water or electricity or of any telecommunications apparatus as defined in the Telecommunications Act 1984 or the placing, maintenance or removal of any traffic sign, or a vehicle in the service of a local authority which is being used in pursuance of statutory powers or duties;
	(b)	Any person duly authorised by the Council may suspend for not longer than twenty-four hours the use of a parking place or any part thereof whenever he considers such suspension reasonably necessary:
		(i) for any of the purposes referred to in sub-paragraphs (i), (ii) or (iii) of paragraph (a) of this Article;

		(ii)	for the convenience of occupiers of premises adjacent to the parking place on any occasion of the removal of furniture to or from one office dwelling house adjacent to the parking place from or to a depository, another office or dwelling house;
		(iii)	on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or
		(iv)	for the convenience of occupiers of premises adjacent to the parking place at times of weddings, funerals, or on other special occasions.
	(c)	A duly authorised person suspending the use of a parking place or a part thereof in accordance with the provisions of paragraph (a) or, as the case may be, paragraph (b) of this Article shall thereupon place or cause to be placed in or adjacent to that parking place, or as the case may be, that part thereof and the use of which is suspended a traffic sign indicating that waiting by vehicles is prohibited.	
	(d)	Save as provided by Article 23 (a) (i), (ii), (iii), or (iv), and to anything done with the permission of the person suspending the use of the parking place or part thereof in pursuance of paragraph (a) of this Article, the provisions of Article 11 will apply to any person who caused or permits a vehicle to wait in any part of a parking place during such period as there is in or adjacent to that part of the parking place a traffic sign placed in pursuance of paragraph (c) of this Article.	
20	(e)	(i)	Where a parking space or any part thereof is suspended for any of the purposes specified in sub-paragraph (iii) of paragraph (a) of this Article, a charge for the use of that parking space or part thereof to allow for the siting of plant, skips, contractor vehicles, scaffold and related equipment, shall be levied by the Council at the appropriate rate for each day of occupancy as set out in sub-paragraph (ii) of this Article
		(ii)	The appropriate rate levied by the Council for the use of any suspended parking space or part thereof as specified in sub-paragraph (i) of this Article will be not more than the maximum daily income from a standard pay and display bay.
21	Where a traffic sign indicating the suspension of a parking place or any part thereof has been left in accordance with the provision of paragraph (c) of Article 20 of this section, no person except a Civil Enforcement Officer or other person duly authorised by the Council shall remove that sign.		
22	(a)	While any vehicle is in a parking place, no person shall use the vehicle in connection with the sale of any article to any person in or near the parking place or in connection with the selling or offering for sale of his skill or services;	
	Provided that nothing in this Article shall prevent the sale of goods from a vehicle		
		(i)	if the vehicle is a passenger vehicle, and the goods are immediately delivered at or taken into premises adjacent to the vehicle from which the sale is effective; or
		(ii)	if the vehicle is one to which the provisions of Article 23 (b) (viii) of this Section apply; or
	(b)	The driver of a vehicle using a parking place shall stop the engine of the vehicle as soon as the vehicle is in the proper position in the parking place and shall not start the engine except when about to change the position of the vehicle in or to depart from the parking place.	

23	(a)	Notwithstanding the foregoing provisions of this Section, any vehicle may wait without charge in any of the parking places specified in the Schedule to this Section (other than a parking place or part of a parking place the use of which has been suspended under Article 20 of this Section) if the vehicle is waiting for any of the reasons specified in paragraph (b) of this Article below;	
	(b)	Nothing in respect of paragraph (a) above shall apply to any vehicle waiting in any parking place or on any length of carriageway specified in this Section (other than in a parking place or part of a parking place the use of which has been suspended under Article 20 of this Section) for so long as may be necessary to enable:	
		(i)	a vehicle to wait owing to the driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid accident;
		(ii)	a vehicle to be used for emergency vehicle purposes, or is a vehicle (other than a passenger vehicle) in the service of a local authority being used in pursuance of statutory powers or duties;
		(iii)	a vehicle to wait to while it is used in connection with the removal of any obstruction to traffic;
		(iv)	a vehicle of (and bearing a livery used by) a universal service provider within the meaning ascribed by the Postal Services Act 2000 to be used for the purpose of delivering or collecting postal packets in the course of the provisions of a universal postal service as defined in that Act or, to any vehicle being used in connection with the servicing or cleaning of telephone kiosks;
		(v)	a person to board or alight from a vehicle;
		(vi)	the vehicle is a security vehicle being used to transport cash or bullion;
		(vii)	a vehicle (not being a passenger vehicle) to wait to enable it to be used for any purpose specified in Article 20 (a) (iii) of this Section, whether or not the parking place has been suspended;
		(viii)	the vehicle is waiting for the purpose of goods being sold or offered for sale from the vehicle by a person who is licensed to sell goods from a stationary pitch situated in the parking place;
		(ix)	the vehicle is waiting to enable it to be used in connection with posting or removing advertising materials in the form of posters on or from, or cleaning windows or chimneys in, premises adjacent to the parking place or length of carriageway in which the vehicle is waiting;
		(x)	in any other case if the vehicle is waiting for the purpose of delivering or collecting goods or merchandise, or for loading or unloading at premises adjacent to the parking place.
	(c)	Except as provided by Article 17 and in the foregoing provisions of this Article, the driver of a vehicle shall not cause or permit the vehicle to wait in a parking place during the charging hours without payment of the minimum parking charge.	
	(d)	Nothing in the foregoing provisions of this Article shall be taken as authorising anything which would be a contravention of any regulations made or having effect as if made under Section 45 of the Act of 1984.	

Schedule Seventeen D
Permit Holder Parking (no maximum stay) or On Street Pay And Display Parking
Waiting Area Limited To Two Hours In Any Period Of Four Hours, 9.00am to 8.00pm
On All Days

1	Wellington Square	(a)	Outer Side	1	From a point 4.5 metres north-east of the boundary of Nos. 33/34, south-westwards to a point 8.5 metres south-west of the boundary of Nos. 46/47
1	Wellington Square	(a)	Outer Side	2	From a point 1.5 metres south-west of the boundary of Nos. 8/9, north-eastwards to a point 1 metre north-east of the boundary of Nos.19/20

(xx) Schedule Eighteen, Waiting Area Limited to Two Hours in any period of Four Hours, Monday to Saturday, 8.00am to 6.00pm Inclusive, that this Schedule be amended as follows:

- 1 Delete item 6 (Old London Road)

(xxi) Insert a new Section and Schedule Eighteen D as follows:

Section Eighteen D
Waiting Area Limited to One Hour in any period of Three Hours
On All Days 8.00am to 6.00pm Inclusive

1	Each length of road specified in the Schedule to this Section is hereby designated as a Parking Place.				
2	Save as provided in Articles 4, 5, 6, and 7 below, no person shall cause or permit any vehicle to wait within the Parking Places between the hours of 8.00am and 6.00pm on on all days in the lengths of road specified in the Schedule to this Section;				
	(a)	for a period longer than one hour, or			
	(b)	if a period of less than two hours has elapsed since the termination of the last period of waiting (if any) by that vehicle in that length of road.			
3	(a)	The limits of each Parking Place, and the limits of Parking Space in a Parking Place, shall be indicated in such manner as East Sussex County Council may determine.			
	(b)	Any person causing a vehicle to wait in a Parking Place in accordance with the provisions of this Section shall take all such steps as are necessary so that the vehicle shall stand:			
		(i)	parallel to the kerb so that the left or nearside of the vehicle is adjacent to the left hand edge of the carriageway if the Parking Place is not in a one-way street; or		

	(ii)	if the Parking Place is in a one-way street, that the left or nearside of a vehicle is adjacent to the left hand edge of the carriageway or that the right or off-side of the vehicle is adjacent to the right hand edge of the carriageway; or
	(iii)	that the distance between the edge of the carriageway and the nearest wheel of the vehicle is not more than 300mm (twelve inches); and
	(c)	that every part of the vehicle is within the limits of a Parking Space; or
	(d)	if the Parking Place is lined in echelon, wholly within the limits of the Parking Space in echelon at the angle indicated by lines marking out the position of each Parking Space.
4		Nothing in Article 2 of this Section shall render it unlawful to cause or permit any vehicle to wait in the length of road referred to in that Article for so long as may be necessary to enable:-
	(a)	a person to board or alight from the vehicle;
	(b)	goods to be loaded onto or unloaded from the vehicle;
	(c)	the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in connection with any of the following operations, namely -
	(i)	the removal of any obstruction to traffic;
	(ii)	the maintenance, improvement or reconstruction of the said lengths of road; or
	(iii)	the laying, erection, alteration or repair in, or in land adjacent to, the said lengths of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications system as defined in the Telecommunications Act 1984;
	(d)	the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in the service of a local authority or a water authority in pursuance of statutory powers or duties;
	(e)	a vehicle of (and bearing a livery used by) a universal service provider within the meaning ascribed by the Postal Services Act 2000 to be used for the purpose of delivering or collecting postal packets in the course of the provisions of a universal postal service as defined in that Act or, to any vehicle being used in connection with the servicing or cleaning of telephone kiosks;
	(f)	the vehicle to be used for Emergency Services purposes;
	(g)	a vehicle to wait owing to the driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid accident;
	(h)	the vehicle is waiting to enable it to be used in connection with posting or removing advertising material in the form of posters on or from, or cleaning windows or chimneys in, premises adjacent to the Parking Place or length of carriageway in which the vehicle is waiting;
5		Nothing in Article 2 of this Section shall render it unlawful to cause or permit a Disabled Person's Vehicle which:
	(a)	clearly and continuously displays a Disabled Person's Badge such that;

	(i)	In the case of a vehicle fitted with a dashboard or facia panel, the badge is exhibited thereon so that the front of the badge is legible from the outside of the vehicle; or
	(ii)	In the case of a vehicle not fitted with a dashboard or facia panel, the badge is exhibited in a conspicuous position on the vehicle so that the front of the badge is legible from the outside of the vehicle;
	to wait in the lengths of roads referred to in that Article .	
6	Nothing in Article 2 of this Section shall render it unlawful to cause or permit any vehicle which clearly and continuously displays a Waiver Certificate such that;	
	(a)	the Waiver Certificate is displayed in the windscreen of the vehicle to which it relates in such a manner that the details of the vehicle, location and purposes for which it has been issued are clearly visible from the outside of the vehicle;
	to wait in any of the lengths of road referred to in that Article, provided that the Waiver Certificate has not been defaced or altered. Any alterations to or defacement of the Waiver Certificate shall render it invalid and render the use of the vehicle liable to the restrictions applicable to the location.	
7	Where any vehicle is waiting in contravention of any of the provisions contained within this Section and a Civil Enforcement Officer has reason to believe that a Penalty Charge is payable, he may:-	
	(a)	fix a Penalty Charge Notice to the vehicle; or
	(b)	give such a notice to the person appearing to him to be in charge of the vehicle; and
	(c)	arrange for the vehicle to be removed from the Parking Place by any person duly authorised by East Sussex County Council, who shall provide for the safe custody of the vehicle where it is so removed; or
	(d)	cause to be altered the position of the vehicle in order that it's position shall comply with those provisions; or
	(e)	in the case of an emergency cause to be moved any vehicle left in a Parking Place to any place he thinks fit.

Schedule Eighteen D
Waiting Area Limited to One Hour in any period of Three Hours
On All Days 8.00am to 6.00pm Inclusive

1	Old London Road	(a)	North-west Side	1	From a point 2 metres north-east of the boundary of Nos. 444/444a, north-eastwards for a distance of 52 metres
1	Old London Road	(a)	North-west Side	1	From a point 1 metre north-east of the boundary of Nos.462/464, north-eastwards to a point 2 metres north-east of the boundary of Nos. 476/478

(xxii) Schedule Nineteen, Disabled Persons Parking Places, that this Schedule be amended as follows:

1 Delete item 13 (Burry Road)

2 Insert item 22.8 as follows:

22.8	Dane Road	(a)	North-eastern Side	1	From a point 6.6 metres south-east of the boundary of Nos. 22/23, north-westwards for a distance of 13.2 metres
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3 Insert item 28.5 as follows:

28.5	Edmund Road	(a)	North-west Side	1	From a point 5 metres south-west of the boundary of 79/81, south-westwards for a distance of 6.6 metres
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4 Delete item 31 (Essenden Road)

5 Delete item 32 (a) 1 (Eversfield Place, from the boundary of Nos. 40/41 to the boundary of Nos. 42/43)

6 Insert item 36.5 as follows:

36.5	Harley Shute Road	(a)	East Side	1	From a point 1 metre south west of the boundary of Nos.15 & 17 Edinburgh Road north eastwards for a distance of 6.6 metres
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7 Delete item 37 (a) 1 (High Street, outside No. 35)

8 Delete item 38 (a) 1 and insert item 38 (a) 1 as follows:

38	Hughenden Road	(a)	North Side	1	From a point 1.3 metres east of the boundary of Nos.125/127 westwards for a distance of 11.1 metres
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9 Delete item 39 (a) 1 (Kenilworth Road, outside No 53) and insert item 39 (a) 1 as follows:

39	Kenilworth Road	(a)	North-east Side	1	from the boundary of Nos.10/11 north westwards for a distance of 6.6 metres
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10 Delete item 42 (a) 1 (London Road – outside No. 299)

11 Delete item 47 (a) 1 (Marina – outside No. 123)

12 Insert item 50.1 as follows:

50.1	Mount Road	(a)	North-east Side	1	From the boundary of Nos. 62/64, south-eastwards for a distance of 6.6 metres
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13 Insert item 55.5 as follows:

55.5	Offa Road	(a)	South Side	1	From opposite the boundary of Nos.20/21 eastwards for a distance of 6.6 metres
55.5	Offa Road	(a)	South Side	2	From a point 1 metre east of the boundary of Nos. 7/8, westwards for a distance of 6.6 metres

14 Delete item 63 (Quarry Hill)

15 Insert item 68 (b) 4 as follows:

68	Salisbury Road	(b)	South-east Side	4	From the boundary of Nos.39/40 south westwards for a distance of 6.6 metres
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16 Insert item 71.5 as follows:

71.5	Seven Acre Close	(a)	East Side	1	From a point 1 metre south of the boundary of Nos. 37/39, southwards for a distance of 6.6 metres
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17 Delete item 76 (b) 1 (St Georges Road outside No 109)

18 Insert item 80.3 as follows:

80.7	Stanley Road	(a)	North-east Side	1	From the boundary of Nos. 4/6, westwards for a distance of 6.6 metres
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19 Insert item 80.7 as follows:

80.3	St Peters Road	(a)	North-east Side	1	From a point 2.7 metres south east of the boundary of Nos.29 & 30 north westwards for a distance of 6.6 metres
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20 Insert item 92.5 as follows:

92.5	Warrior Gardens	(a)	North Side	1	From the boundary of Nos 12/13, westwards to the boundary of Nos. 13/14
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(xxiii) Section Twenty Three A, Loading Bay 8.00am to 6.00pm On All Days, No Stopping Except for Licensed Taxis Between the hours of 11.00pm and 3.00am, that this Section be amended as follows:

1 The title of this Section be deleted and replaced with the following:

Section Twenty Three A, Loading Bay 8.00am to 6.00pm On All Days, No Stopping Except for Licensed Taxis Between the hours of 6.00pm and 3.00am

2 Delete Articles 1 (c) and 2 (a) and insert Articles 1 (c) and 2 (a) as follows:

1	(c)	Save as provided in by this Section, no person shall cause or permit any vehicle other than a licensed taxi to stop between the hours of 6.00 p.m. and midnight, and between the hours of midnight and 3.00 a.m. on any day in the lengths of road specified in the Schedule to this Section.
2	(a)	Any person duly authorised by East Sussex County Council may suspend the use of any of the lengths of road, referred to in Article 1 of this Section as loading bay(s) between the hours of 8.00 am 6.00 pm, or stopping places for licensed taxis between the hours of 6.00 pm and 3.00 am, or any part thereof whenever that person considers such suspension reasonably necessary:-

(xxiv) Schedule Twenty-Four Bus Stop Clearways 7.00am to 7.00pm On All Days, that this Schedule be amended as follows:

1 Delete item 19 (b) (Manor Road, north of St Marys Road (Northbound))

2 Delete item 19 (c) (Manor Road, east of St Marys Road (Westbound))

(xxv) Schedule Forty-Two, Prohibition of Stopping On The Footway Or Verge At Any Time, that this Schedule be amended as follows:

1 Insert item 38.6 as follows:

38.6	Harley Shute Road	(a)	East Side	1	From a point 26 metres north of the rear boundary of Nos. 22/24 Kite Close, northwards for a distance of 104 metres
38.6	Harley Shute Road	(b)	West Side	1	From a point 10 metres north of the rear boundary of Nos. 22/24 Kite Close, northwards for a distance of 124 metres

2 Delete items 45 (b) 4 and (b) 5, and insert item 45 (b) 4 as follows:

45	London Road	(b)	East Side	1	From its junction with Tower Road, northwards to the boundary of Nos.297/299
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3 Delete item 72.5 and insert item 72.5 as follows:

72.5	Winchelsea Lane	(a)	East Side	1	From its junction with Churchill Avenue, northwards to the boundary of Nos. 16/18 Winchelsea Lane
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4 Insert item 73.5 as follows:

73.5	Wittersham Rise	(a)	Both Sides	1	For its entire length
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(xxvi) Schedule Forty-Five A, Loading Bay for Goods Vehicles Only, 8.00am to 6.00pm, Monday to Saturday, that this Schedule be amended as follows:

1 Delete item 2 (Kings Road)

(xxvii) Schedule Forty-Seven, Loading Bay 8.00am to 6.00pm, Monday to Saturday, that this Schedule be amended as follows:

1 Delete item 5 (London Road)

(xxviii) Schedule Fifty-Five, No Stopping Between 8.00am and 9.30am and Between 2.30pm and 4.00pm Monday to Friday On School Entrance Markings, that this Schedule be amended as follows:

1 Insert item 6.6 as follows:

6.6	Edinburgh Road	(a)	North Side	1	From a point 37 metres east of its junction with its north to south section, eastwards for a distance of 25 metres
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2 Insert item 14 (a) 2 as follows:

14	Old London Road	(a)	East Side	2	From a point 52 metres north-east of the boundary of Nos.71/73, north-eastwards for a distance of 44 metres
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(xxix) Insert a new Section and Schedule Fifty-Six as follows:

**Section Fifty-Six
Prohibition of Waiting by Motor Caravans At Any Time**

1	No person shall cause or permit any motor caravan to wait in a length of road designated in the Schedule to this Section.				
2	Where a motor caravan is left in a length of road designated in the Schedule to this Section, and a Civil Enforcement Officer has reason to believe that a penalty charge is payable, he may:-				
	(a)	fix a penalty charge notice to the vehicle; or			
	(b)	give such a notice to the person appearing to him to be in charge of the vehicle; and			

	(c)	arrange for the vehicle to be removed from the length of road by any person duly authorised by East Sussex County Council, who shall provide for the safe custody of the vehicle where it is so removed; or
	(e)	in the case of an emergency cause to be moved any vehicle left in a length of road designated in the Schedule to this Section to any place he thinks fit.

**Schedule Fifty-Six
Prohibition of Waiting by Motor Caravans At Any Time**

1	Grosvenor Gardens	(a)	Both Sides	1	For its entire length
2	Sea Road	(a)	Both Sides	1	For its entire length

(xxx) Insert a new Section and Schedule Fifty-Seven as follows:

**Section Fifty-Seven
Loading Bay 8.00am to 6.00pm
Monday to Saturday, maximum stay 1 hour**

1	Those lengths of road specified in the Schedule to this Section, which have a width throughout of 2.7 metres, and designated by the word "Loading Only" marked on the carriageway adjacent to the bay, bounded on one side by the edge of the carriageway and defined by line markings on the other three sides, or where a different width or position is stated in which vehicles are obliged to wait, are hereby authorised to be used, subject to the provisions of this Section, as a Loading Bay(s).				
2	Save as provided by this Section, No person shall cause or permit any vehicle to wait between the hours of 8.00am and 6.00pm Monday to Saturday other than for the purpose of loading or unloading goods or burden of any description in a loading bay referred to in Article 1 of this Section;				
	(a)	for a period longer than one hour, or			
	(b)	if a period of less than two hours has elapsed since the termination of the last period of loading (if any) by that vehicle in that length of road.			
3	The Council shall -				
	(a)	cause the limits of the loading bay(s) to be indicated on the carriageway by placing and maintaining thereof the appropriate traffic signs;			
	(b)	place and maintain on or in the vicinity of each loading bay appropriate traffic signs for indicating that such bays may be used for the loading or unloading of vehicles; and			
	(c)	carry out such other work as is reasonably required for the purposes of the satisfactory operation of the loading bay(s).			
4	(a)	Any person duly authorised by East Sussex County Council may suspend the use of a loading bay(s) or any part thereof whenever that person considers such suspension reasonably necessary:-			
		(i)	for the purpose of facilitating the movement of traffic or promoting its safety; or		

		(ii)	for the purpose of enabling a bus or public service vehicle to wait there; or
		(iii)	for the purpose of the maintenance improvement or reconstruction of the road or the cleansing of gullies in or adjacent to the parking place, the laying, erection, alteration, removal or repair in or adjacent to the parking place of any sewer or of any main, pipe or apparatus or supply of gas, water or electricity or of any telecommunications apparatus as defined in the Telecommunications Act 1984 or the placing, maintenance or removal of any traffic sign, or a vehicle (other than a passenger vehicle) in the service of a local authority which is being used in pursuance of statutory powers or duties;
	(b)	Any person duly authorised by the Council may suspend for not longer than twenty-four hours the use of a loading bay(s) or any part thereof whenever he considers such suspension reasonably necessary:	
		(i)	for any of the purposes referred to in sub-paragraphs (i) or (ii) of paragraph (a) of this Article;
		(ii)	for the convenience of occupiers of premises adjacent to the loading bay on any occasion of the removal of furniture to or from one office dwelling house adjacent to the parking place from or to a depository, another office or dwelling house;
		(iii)	on any occasion for preventing obstruction of the streets, by Order on the occasion of any public procession, rejoicing or illumination, or where it is likely by reason of some special attraction that the streets are thronged or liable to be obstructed, to close any or all of the parking places.
	(c)	A duly authorised person suspending the use of a loading bay(s) or any part thereof in accordance with the provisions of paragraph (a) or, as the case may be, paragraph (b) of this Article shall thereupon place or cause to be placed in or adjacent to that loading bay, or as the case may be, that part thereof and the use of which is suspended a traffic sign indicating that loading by vehicles is prohibited.	
	(d)	Save as provided by Article 7 (b) (i), (ii), (iii), or (iv) and Article 8, and to anything done with the permission of the person suspending the use of the loading bay or part thereof in pursuance of paragraph (a) of this Article, the provisions of Article 9 will apply to any person who causes or permits a vehicle to wait or load in any part of a loading bay during such period as there is in or adjacent to that part of the loading bay a traffic sign placed in pursuance of paragraph (c) of this Article.	
5	Where a traffic sign indicating the suspension of a loading bay(s) or any part thereof has been left in accordance with the provision of paragraph (c) of Article 4 of this Section, no person except a Civil Enforcement Officer or other person duly authorised by the Council shall remove that sign.		
6	(a)	While any vehicle is in a loading bay, no person shall use the vehicle;	
		(i)	so as unreasonably to prevent access to any premises adjoining the road, or the use of the road by other persons, or so as to be a nuisance;
		(ii)	when for preventing obstruction of the streets East Sussex County Council have by Order made on the occasion of any such public procession, rejoicing, illumination or when the streets are thronged or liable to be obstructed, have closed any or all of the parking places and exhibited notice of such closing on or near each loading bay;

		(iii)	to carry out or permit the carrying out of any repairs or other work to the vehicle except such as may be necessary to enable the vehicle to be moved from the loading bay; or
		(iv)	in connection with the sale of any article to any person in or near the loading bay or in connection with the selling or offering for sale of his skill or services;
	(b)		The driver of a vehicle using a loading bay shall stop the engine of the vehicle as soon as the vehicle is in the proper position in the loading bay and shall not start the engine except when about to change the position of the vehicle in or to depart from the loading bay.
7	(a)		Notwithstanding the foregoing provisions of this Section, any vehicle may wait in any of the loading bays specified in the Schedule to this Section (other than a loading bay or part of a loading bay the use of which has been suspended under Article 4 of this Section), if the vehicle is waiting for any of the reasons referred to in paragraph (b) of this Article below;
	(b)		Nothing in respect of paragraph (a) above shall apply to any vehicle waiting in any loading bay or on any length of carriageway specified in this Section (other than in a loading bay or part of a loading bay the use of which has been suspended under Article 5 of this Section) for so long as may be necessary to enable:
		(i)	a vehicle to wait owing to the driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid accident;
		(ii)	a vehicle to be used for emergency vehicle purposes;
		(iii)	a vehicle to wait to while it is used in connection with the removal of any obstruction to traffic;
		(iv)	a vehicle of (and bearing a livery used by) a universal service provider within the meaning ascribed by the Postal Services Act 2000 to be used for the purpose of delivering or collecting postal packets in the course of the provisions of a universal postal service as defined in that Act or, to any vehicle being used in connection with the servicing or cleaning of telephone kiosks;
		(vi)	a vehicle (not being a passenger vehicle) to wait to enable it to be used for any purpose specified in Article 4 (a) (iii) of this Section, whether or not the loading bay has been suspended;
		(vii)	the vehicle (not being a passenger vehicle) is in actual use in connection with the removal of furniture or goods from one office or dwelling house adjacent to the loading bay to another office or dwelling house, or the removal of furniture or goods from such premises to a depository or to such premises from a depository;
		(viii)	the vehicle is waiting to enable it to be used in connection with posting or removing advertising material in the form of posters on or from, or cleaning windows or chimneys in, premises adjacent to the loading bay or length of carriageway in which the vehicle is waiting;
8			Nothing in respect of paragraph 7 (a) above shall apply to any vehicle waiting in any loading bay or on any length of carriageway specified in this Section (other than in a loading bay or part of a loading bay the use of which has been suspended under Article 5 of this Section) which clearly and continuously displays a Waiver Certificate such that;

	(a)	the Waiver Certificate is displayed in the windscreen of the vehicle to which it relates in such a manner that the details of the vehicle, location and purposes for which it has been issued are clearly visible from the outside of the vehicle;
		provided that the Waiver Certificate has not been defaced or altered. Any alterations to or defacement of the Waiver Certificate shall render it invalid and render the use of the vehicle liable to the restrictions applicable to the location.
9		Where a vehicle is left in a loading bay in contravention of any of the provisions contained within this Section, and a Civil Enforcement Officer has reason to believe that a penalty charge is payable, he may:-
	(a)	fix a penalty charge notice to the vehicle; or
	(b)	give such a notice to the person appearing to him to be in charge of the vehicle; and
	(c)	arrange for the vehicle to be removed from the parking place by any person duly authorised by East Sussex County Council, who shall provide for the safe custody of the vehicle where it is so removed; or
	(d)	cause to be altered the position of the vehicle in order that its position shall comply with those provisions; or
	(e)	in the case of an emergency cause to be moved any vehicle left in a parking place to any place he thinks fit.

Schedule Fifty-Seven
Loading Bay 8.00am to 6.00pm
Monday to Saturday, maximum stay 1 hour

1	London Road	(a)	North-east Side	1	From a point 11 metres south of its junction with Norman Road, southwards to a point 1 metre north of its junction with Saxon Street
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(xxxi) Insert a new Section and Schedule Fifty-Eight as follows:

Section Fifty-Eight
Loading Bay 8.00am to 6.00pm
Monday to Saturday, maximum stay 1 hour

1	Those lengths of road specified in the Schedule to this Section, which have a width throughout of 2.7 metres, and designated by the word "Loading Only" marked on the carriageway adjacent to the bay, bounded on one side by the edge of the carriageway and defined by line markings on the other three sides, or where a different width or position is stated in which vehicles are obliged to wait, are hereby authorised to be used, subject to the provisions of this Section, as a Loading Bay(s).				
2	Save as provided by this Section, No person shall cause or permit any vehicle to wait between the hours of 8.00am and 6.00pm Monday to Saturday other than a goods vehicle for the purpose of loading or unloading goods or burden of any description in a loading bay referred to in Article 1 of this Section;				
	(a)	for a period longer than one hour, or			

	(b)	if a period of less than two hours has elapsed since the termination of the last period of loading (if any) by that vehicle in that length of road.
3	The Council shall -	
	(a)	cause the limits of the loading bay(s) to be indicated on the carriageway by placing and maintaining thereof the appropriate traffic signs;
	(b)	place and maintain on or in the vicinity of each loading bay appropriate traffic signs for indicating that such bays may be used for the loading or unloading of vehicles; and
	(c)	carry out such other work as is reasonably required for the purposes of the satisfactory operation of the loading bay(s).
4	(a)	Any person duly authorised by East Sussex County Council may suspend the use of a loading bay(s) or any part thereof whenever that person considers such suspension reasonably necessary:-
	(i)	for the purpose of facilitating the movement of traffic or promoting its safety; or
	(ii)	for the purpose of enabling a bus or public service vehicle to wait there; or
	(iii)	for the purpose of the maintenance improvement or reconstruction of the road or the cleansing of gullies in or adjacent to the parking place, the laying, erection, alteration, removal or repair in or adjacent to the parking place of any sewer or of any main, pipe or apparatus or supply of gas, water or electricity or of any telecommunications apparatus as defined in the Telecommunications Act 1984 or the placing, maintenance or removal of any traffic sign, or a vehicle (other than a passenger vehicle) in the service of a local authority which is being used in pursuance of statutory powers or duties;
	(b)	Any person duly authorised by the Council may suspend for not longer than twenty-four hours the use of a loading bay(s) or any part thereof whenever he considers such suspension reasonably necessary:
	(i)	for any of the purposes referred to in sub-paragraphs (i) or (ii) of paragraph (a) of this Article;
	(ii)	for the convenience of occupiers of premises adjacent to the loading bay on any occasion of the removal of furniture to or from one office dwelling house adjacent to the parking place from or to a depository, another office or dwelling house;
	(iii)	on any occasion for preventing obstruction of the streets, by Order on the occasion of any public procession, rejoicing or illumination, or where it is likely by reason of some special attraction that the streets are thronged or liable to be obstructed, to close any or all of the parking places.
	(c)	A duly authorised person suspending the use of a loading bay(s) or any part thereof in accordance with the provisions of paragraph (a) or, as the case may be, paragraph (b) of this Article shall thereupon place or cause to be placed in or adjacent to that loading bay, or as the case may be, that part thereof and the use of which is suspended a traffic sign indicating that loading by vehicles is prohibited.

	(d)	Save as provided by Article 7 (b) (i), (ii), (iii), or (iv) and Article 8, and to anything done with the permission of the person suspending the use of the loading bay or part thereof in pursuance of paragraph (a) of this Article, the provisions of Article 9 will apply to any person who causes or permits a vehicle to wait or load in any part of a loading bay during such period as there is in or adjacent to that part of the loading bay a traffic sign placed in pursuance of paragraph (c) of this Article.
5		Where a traffic sign indicating the suspension of a loading bay(s) or any part thereof has been left in accordance with the provision of paragraph (c) of Article 4 of this Section, no person except a Civil Enforcement Officer or other person duly authorised by the Council shall remove that sign.
6	(a)	While any vehicle is in a loading bay, no person shall use the vehicle;
	(i)	so as unreasonably to prevent access to any premises adjoining the road, or the use of the road by other persons, or so as to be a nuisance;
	(ii)	when for preventing obstruction of the streets East Sussex County Council have by Order made on the occasion of any such public procession, rejoicing, illumination or when the streets are thronged or liable to be obstructed, have closed any or all of the parking places and exhibited notice of such closing on or near each loading bay;
	(iii)	to carry out or permit the carrying out of any repairs or other work to the vehicle except such as may be necessary to enable the vehicle to be moved from the loading bay; or
	(iv)	in connection with the sale of any article to any person in or near the loading bay or in connection with the selling or offering for sale of his skill or services;
	(b)	The driver of a vehicle using a loading bay shall stop the engine of the vehicle as soon as the vehicle is in the proper position in the loading bay and shall not start the engine except when about to change the position of the vehicle in or to depart from the loading bay.
7	(a)	Notwithstanding the foregoing provisions of this Section, any vehicle may wait in any of the loading bays specified in the Schedule to this Section (other than a loading bay or part of a loading bay the use of which has been suspended under Article 4 of this Section), if the vehicle is waiting for any of the reasons referred to in paragraph (b) of this Article below;
	(b)	Nothing in respect of paragraph (a) above shall apply to any vehicle waiting in any loading bay or on any length of carriageway specified in this Section (other than in a loading bay or part of a loading bay the use of which has been suspended under Article 5 of this Section) for so long as may be necessary to enable:
	(i)	a vehicle to wait owing to the driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid accident;
	(ii)	a vehicle to be used for emergency vehicle purposes;
	(iii)	a vehicle to wait to while it is used in connection with the removal of any obstruction to traffic;

	(iv)	a vehicle of (and bearing a livery used by) a universal service provider within the meaning ascribed by the Postal Services Act 2000 to be used for the purpose of delivering or collecting postal packets in the course of the provisions of a universal postal service as defined in that Act or, to any vehicle being used in connection with the servicing or cleaning of telephone kiosks;
	(vi)	a vehicle (not being a passenger vehicle) to wait to enable it to be used for any purpose specified in Article 4 (a) (iii) of this Section, whether or not the loading bay has been suspended;
	(vii)	the vehicle (not being a passenger vehicle) is in actual use in connection with the removal of furniture or goods from one office or dwelling house adjacent to the loading bay to another office or dwelling house, or the removal of furniture or goods from such premises to a depository or to such premises from a depository;
	(viii)	the vehicle is waiting to enable it to be used in connection with posting or removing advertising material in the form of posters on or from, or cleaning windows or chimneys in, premises adjacent to the loading bay or length of carriageway in which the vehicle is waiting;
8	Nothing in respect of paragraph 7 (a) above shall apply to any vehicle waiting in any loading bay or on any length of carriageway specified in this Section (other than in a loading bay or part of a loading bay the use of which has been suspended under Article 5 of this Section) which clearly and continuously displays a Waiver Certificate such that;	
	(a)	the Waiver Certificate is displayed in the windscreen of the vehicle to which it relates in such a manner that the details of the vehicle, location and purposes for which it has been issued are clearly visible from the outside of the vehicle;
	provided that the Waiver Certificate has not been defaced or altered. Any alterations to or defacement of the Waiver Certificate shall render it invalid and render the use of the vehicle liable to the restrictions applicable to the location.	
9	Where a vehicle is left in a loading bay in contravention of any of the provisions contained within this Section, and a Civil Enforcement Officer has reason to believe that a penalty charge is payable, he may:-	
	(a)	fix a penalty charge notice to the vehicle; or
	(b)	give such a notice to the person appearing to him to be in charge of the vehicle; and
	(c)	arrange for the vehicle to be removed from the parking place by any person duly authorised by East Sussex County Council, who shall provide for the safe custody of the vehicle where it is so removed; or
	(d)	cause to be altered the position of the vehicle in order that its position shall comply with those provisions; or
	(e)	in the case of an emergency cause to be moved any vehicle left in a parking place to any place he thinks fit.

Schedule Fifty-Eight
Loading Bay for Goods Vehicles Only, 8.00am to 6.00pm
Monday to Saturday, maximum stay 1 hour

1	Kings Road	(a)	North-west Side	1	From a point 0.5 metres south-west of the southern boundary of No. 32a, north-eastwards for a distance of 15 metres
1	Kings Road	(a)	North-west Side	1	From a point 19 metres north-east of the southern boundary of No. 51, north-eastwards for a distance of 12 metres

(xxxii) Insert a new Section and Schedule Fifty-Nine as follows:

**Section Fifty-Nine
Car Club Bay At Any Time**

1	(a)	Save as provided in by this Section, no person shall cause or permit any vehicle other than a vehicle displaying a valid Car Club permit to stop at any time on any day in the lengths of road specified in the Schedule to this Section.
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**Schedule Fifty-Nine
Car Club Bay At Any Time**

4	Nelson Road	(b)	Outer side	2	From a point 17 metres north west of its junction with Milward Road, north-westwards for a distance of 6 metres
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(xxxiii) Insert a new Section and Schedule Sixty as follows:

**Section Sixty
Parking places for any vehicle without time limit**

1	Any person causing or permitting a vehicle to wait in a parking place specified in the Schedule to this Section shall take all such steps as are necessary so that the vehicle shall stand wholly within the limits of each parking space within the parking place.				
2	The Council shall -				
	(a)	cause the limits of the parking place(s) to be indicated on the carriageway by placing and maintaining thereof the appropriate traffic signs;			
	(b)	place and maintain on or in the vicinity of each parking place appropriate traffic signs for indicating that such bays may be used for the parking of vehicles within the limits of the parking space; and			
	(c)	carry out such other work as is reasonably required for the purposes of the satisfactory operation of the parking place(s)			
4	(a)	Any person duly authorised by East Sussex County Council may suspend the use of a loading bay(s) or any part thereof whenever that person considers such suspension reasonably necessary:-			

		(i)	for the purpose of facilitating the movement of traffic or promoting its safety; or
		(ii)	for the purpose of enabling a bus or public service vehicle to wait there; or
		(iii)	for the purpose of the maintenance improvement or reconstruction of the road or the cleansing of gullies in or adjacent to the parking place, the laying, erection, alteration, removal or repair in or adjacent to the parking place of any sewer or of any main, pipe or apparatus or supply of gas, water or electricity or of any telecommunications apparatus as defined in the Telecommunications Act 1984 or the placing, maintenance or removal of any traffic sign, or a vehicle (other than a passenger vehicle) in the service of a local authority which is being used in pursuance of statutory powers or duties;
	(b)	Any person duly authorised by the Council may suspend for not longer than twenty-four hours the use of a parking place or any part thereof whenever he considers such suspension reasonably necessary:	
		(i)	for any of the purposes referred to in sub-paragraphs (i) or (ii) of paragraph (a) of this Article;
		(ii)	for the convenience of occupiers of premises adjacent to the parking place on any occasion of the removal of furniture to or from one office dwelling house adjacent to the parking place from or to a depository, another office or dwelling house;
		(iii)	on any occasion for preventing obstruction of the streets, by Order on the occasion of any public procession, rejoicing or illumination, or where it is likely by reason of some special attraction that the streets are thronged or liable to be obstructed, to close any or all of the parking places.
	(c)	A duly authorised person suspending the use of a parking place(s) or any part thereof in accordance with the provisions of paragraph (a) or, as the case may be, paragraph (b) of this Article shall thereupon place or cause to be placed in or adjacent to that parking place, or as the case may be, that part thereof and the use of which is suspended a traffic sign indicating that loading by vehicles is prohibited.	
	(d)	Save as provided by Article 7 (b) (i), (ii), (iii), or (iv) and Article 8, and to anything done with the permission of the person suspending the use of the parking place or part thereof in pursuance of paragraph (a) of this Article, the provisions of Article 9 will apply to any person who causes or permits a vehicle to wait or load in any part of a parking place during such period as there is in or adjacent to that part of the parking place a traffic sign placed in pursuance of paragraph (c) of this Article.	
5	Where a traffic sign indicating the suspension of a parking place(s) or any part thereof has been left in accordance with the provision of paragraph (c) of Article 4 of this Section, no person except a Civil Enforcement Officer or other person duly authorised by the Council shall remove that sign.		
6	(a)	While any vehicle is in a parking place, no person shall use the vehicle;	
		(i)	so as unreasonably to prevent access to any premises adjoining the road, or the use of the road by other persons, or so as to be a nuisance;

	(ii)	when for preventing obstruction of the streets East Sussex County Council have by Order made on the occasion of any such public procession, rejoicing, illumination or when the streets are thronged or liable to be obstructed, have closed any or all of the parking places and exhibited notice of such closing on or near each parking place;
	(iii)	to carry out or permit the carrying out of any repairs or other work to the vehicle except such as may be necessary to enable the vehicle to be moved from the parking place; or
	(iv)	in connection with the sale of any article to any person in or near the parking place or in connection with the selling or offering for sale of his skill or services;
	(b)	The driver of a vehicle using a parking place shall stop the engine of the vehicle as soon as the vehicle is in the proper position in the parking place and shall not start the engine except when about to change the position of the vehicle in or to depart from the parking place.
7	(a)	Notwithstanding the foregoing provisions of this Section, any vehicle may wait in any of the parking places specified in the Schedule to this Section (other than a parking place or part of a parking place the use of which has been suspended under Article 4 of this Section), if the vehicle is waiting for any of the reasons referred to in paragraph (b) of this Article below;
	(b)	Nothing in respect of paragraph (a) above shall apply to any vehicle waiting in any parking place or on any length of carriageway specified in this Section (other than in a parking place or part of a parking place the use of which has been suspended under Article 5 of this Section) for so long as may be necessary to enable:
	(i)	a vehicle to wait owing to the driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid accident;
	(ii)	a vehicle to be used for emergency vehicle purposes;
	(iii)	a vehicle to wait to while it is used in connection with the removal of any obstruction to traffic;
	(iv)	a vehicle of (and bearing a livery used by) a universal service provider within the meaning ascribed by the Postal Services Act 2000 to be used for the purpose of delivering or collecting postal packets in the course of the provisions of a universal postal service as defined in that Act or, to any vehicle being used in connection with the servicing or cleaning of telephone kiosks;
	(vi)	a vehicle (not being a passenger vehicle) to wait to enable it to be used for any purpose specified in Article 4 (a) (iii) of this Section, whether or not the parking place has been suspended;
	(vii)	the vehicle (not being a passenger vehicle) is in actual use in connection with the removal of furniture or goods from one office or dwelling house adjacent to the parking place to another office or dwelling house, or the removal of furniture or goods from such premises to a depository or to such premises from a depository;

	(viii)	the vehicle is waiting to enable it to be used in connection with posting or removing advertising material in the form of posters on or from, or cleaning windows or chimneys in, premises adjacent to the parking place or length of carriageway in which the vehicle is waiting;
8	Nothing in respect of paragraph 7 (a) above shall apply to any vehicle waiting in any parking place or on any length of carriageway specified in this Section (other than in a parking place or part of a parking place the use of which has been suspended under Article 5 of this Section) which clearly and continuously displays a Waiver Certificate such that;	
	(a)	the Waiver Certificate is displayed in the windscreen of the vehicle to which it relates in such a manner that the details of the vehicle, location and purposes for which it has been issued are clearly visible from the outside of the vehicle;
	provided that the Waiver Certificate has not been defaced or altered. Any alterations to or defacement of the Waiver Certificate shall render it invalid and render the use of the vehicle liable to the restrictions applicable to the location.	
9	Where a vehicle is left in a parking place in contravention of any of the provisions contained within this Section, and a Civil Enforcement Officer has reason to believe that a penalty charge is payable, he may:-	
	(a)	fix a penalty charge notice to the vehicle; or
	(b)	give such a notice to the person appearing to him to be in charge of the vehicle; and
	(c)	arrange for the vehicle to be removed from the parking place by any person duly authorised by East Sussex County Council, who shall provide for the safe custody of the vehicle where it is so removed; or
	(d)	cause to be altered the position of the vehicle in order that its position shall comply with those provisions; or
	(e)	in the case of an emergency cause to be moved any vehicle left in a parking place to any place he thinks fit.

Schedule Sixty
Parking places for any vehicle without time limit

1	Croft Road	(a)	East Side	1	From a point 15 metres north of the northern boundary of High View, north-eastwards for a distance of 115 metres
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2. This Order may be cited as "The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013 (Various Roads) Amendment Order 201* No. **" and shall come into effect on xx xxxx xxxx

THE COMMON SEAL of)
EAST SUSSEX COUNTY COUNCIL)
was affixed hereto)
on the xxth day of xxxxx)

Two Thousand and Fourteen)
in the presence of:-

AUTHORISED SIGNATORY

Appendix 2 – Proposals where objections are upheld

1. Site 1 Barley Lane (Councillors Charman, Wincott)

- 1.1 The proposal at this location is to install double yellow lines at the northern end of Barley Lane in order to enable the safe passage of traffic and prevent obstruction by parked vehicles, and to prevent damage to the verges at this location.
- 1.2 Twenty two objections have been received, along with two items of support. The grounds for objection are that the proposals will reduce parking in this area for local residents, dog-walkers, and service engineers, and the introduction of double yellow lines would be detrimental to the character of this area. Other grounds are that the proposal appears to be a money making exercise by ESCC and is unfairly biased towards forcing people to use the nearby pay and display car park, and that the fees in the car park (£2 per day) are too high.
- 1.3 The proposal follows concerns raised by the then County Councillor for Hastings Old Town, who asked for a clear demarcation on the carriageway so that people visiting or living in this area would not park on the verge, and instead would be fully on the carriageway.
- 1.4 If vehicles park fully on the carriageway then they could cause obstruction should caravans and mobile homes be delivered to Shearburn Holiday Park, which is situated to the north east of the proposed restrictions in Barley Lane. The proposals were therefore intended to prevent vehicles causing obstruction as well as preventing damage to the verge.
- 1.5 The nearby pay and display car park is owned and managed by Hastings Borough Council. Its presence has not influenced the proposals.
- 1.6 No comments have been received from Shearburn Holiday Park. Having considered the objections, (particularly relating to the loss of parking in the area it is recommended that the proposal is withdrawn and that the area is monitored over the next twelve months to see if any major obstructions or if any further damage to the verge occurs. If this is the case, revised proposals will be presented in a future review of this area.
- 1.7 **Recommendation:** To uphold the objections and to withdraw the proposals and monitor the area over the next twelve months.

2. Site 2 Mount Road (Councillor Charman)

- 2.1 The proposal at this location is to install a Disabled Person's Parking Place outside 60-62 Mount Road.
- 2.2 Six objections have been received from local addresses. These all state that there are no Disabled Badge Holders at this location and the proposal should not be progressed.
- 2.3 No correspondence has been received in support of the the proposal and the original request cannot be located. It is felt that if a subsequent request is made that it is progressed and assessed accordingly.

2.4 **Recommendation:** To uphold the objections and to withdraw the proposal

3. **Site 3 Caves Road (Councillor Webb)**

3.1 The proposal is to install double yellow lines opposite 41, 42, and 43a Caves Road in order to facilitate access to 43a Caves Road.

3.2 Four objections have been received on the grounds that parking is already at a premium in this area and the proposals would be detrimental to local businesses as customers would experience difficulty finding parking in the area.

3.3 The request came from a local business who stated they were having problems accessing their workshop. Double yellow lines are not usually provided to maintain access and there must be a balance between protecting the needs of one business against the needs of other businesses in the area. In view of the objections it is recommended that this proposal is withdrawn.

3.4 **Recommendation:** To uphold the objections and withdraw this proposal.

4. **Site 4 Warrior Gardens (Councillor Webb)**

4.1 The proposal at this location is to formalise an existing advisory Disabled Person's Parking Place.

4.2 Although no objections have been received to this proposal, correspondence has been received which confirms that the bay is no longer needed.

4.3 **Recommendation:** To withdraw the proposal and to also remove the existing advisory bay.

5. **Site 5 Church Wood Drive (Councillor Scott)**

5.1 The proposed double yellow lines are intended to improve visibility and facilitate safe turning movements at the junctions of Church Wood Drive and Brunel Road.

5.2 One objection was received from St Leonards Motors (SLM) whose business premises are located between Church Wood Drive and Brunel Road. The grounds for the objection were that the business owner claimed to own the area of verge adjacent to the carriageway where the restrictions are proposed. The owner did not object to restricting parking on the carriageway only on the verge. The owner stated that SLM has parked their vehicles for sale around their showroom on this verge since 1988 and to prevent this would have a negative impact on the business. If the land in question is highway as indicated on ESCC's highway mapping systems then any double yellow lines placed on the carriageway would apply to the back of the highway (which in this case includes the verge currently used by SLM). SLM have not provided any proof of ownership nor do the Council's records indicate sale of this land.

5.3 Although the parking on the verge does not hinder visibility at the junctions, regulations dictate that restrictions apply from the centre of the carriageway to

the highway boundary on the side of the road where the markings are installed. It should also be noted that it is an offence to drive on the verge.

5.4 In light of the ongoing investigation into landownership, it is considered appropriate that the proposals should be deferred to a future review to allow time for the ownership dispute to be resolved.

5.5 **Recommendation:** To defer consideration of all the proposals for Site 5 until the land-ownership dispute has been resolved and to revisit the area when a future review takes place.

6. **Site 6 Sea Road, Grosvenor Gardens (Councillor Forward)**

6.1 Following requests from local residents who expressed concerns about overnight and long-term parking by motorhomes, the proposal at this location was to ban parking by motorhomes in this area.

6.2 Twelve items of objection have been received along with eight items of support. The grounds for objection were that there was nowhere else for the motorhomes to park, and from motorhome owners who said they were day-trippers and need somewhere to park during the daytime. Other grounds were that if the ban was introduced, this would simply displace the parking of these vehicles to Seaside Road.

6.3 Environmental issues were raised from local residents complaining about the evening and overnight noise from generators and several responses also mentioned that toilet waste was being deposited in the West St Leonards gardens and on the beach.

6.4 Having considered the objections, it is recommended that the proposed ban is to be relaxed to allow daytime parking by motorhomes in this area, and that the control should operate from 10pm to 7am. This will prevent overnight and long-term parking in this area.

6.5 Although the proposal cannot be extended to Seaside Road as part of this review, the area will be monitored to see if further problems occur from displaced vehicles.

6.6 **Recommendation:** To uphold the objections and to modify the restriction so that it operates from 10pm to 7am on all days.

7. **Site 7 Harley Shute Road (Councillor Forward)**

7.1 The proposal at this location is to formalise an existing advisory Disabled Person's Parking Place.

7.2 Although no objections have been received to this proposal, correspondence has been received which confirms that the bay is no longer needed.

7.3 **Recommendation:** To withdraw the proposal and to also remove the existing advisory bay.

8. **Site 8 Milward Crescent, Milward Road, Stonefield Road, Wellington Road, Wellington Square (Councillor Daniel)**

- 8.1 Requests have been received from permit holders in zone D who were experiencing difficulties in finding available parking in their zone.
- 8.2 Officers carried out parking surveys in October 2015 which showed some of the parking bays in the adjacent zone G were under-utilised. Informal consultation was carried out in December 2015 to see if it was feasible to change some of the areas in zone G to zone D. Residents from zone G would have their permits changed to zone D at no charge if this was to go ahead.
- 8.3 Feedback from the informal consultation showed that zone G residents did not want this change. The proposals were revised to share some of these areas with both zone G and D permits, extending the times of operation to 8pm while maintaining the two hours free for any member of public.
- 8.4 Nineteen objections were received to the formal proposals, along with one item of support for Wellington Square.
- 8.5 Fourteen of the objections were to the proposals in Milward Road and Milward Crescent, with the grounds being that the area is already at capacity, that the problem lies later in the evening and the scheme should be extended to reflect this, and the arrangement should be reciprocated so that zone G permit holders can park in zone D. Other grounds were that the two hours free parking arrangement is needed and should be maintained for visitors and workmen, and that the proposals would displace vehicles further up Milward Road. Other suggestions are that permit holders should be able to park in Castle Hill Road car park or Pelham Place car park, and that the double yellow lines and traffic calming measures should be removed. One objector states that they did not want the change in Wellington Road as they often have family visiting and the proposal will mean there would be no available parking.
- 8.6 The proposal in Wellington Road is to change the pay and display bay so that it can also be used by zone D permit holders. Any member of public will still be able to use the pay and display bay for up to four hours and guests and visitors will still be able to use this bay.
- 8.7 The car parks (Castle Hill Road and Pelham Place) are managed by Hastings Borough Council (HBC). There is no agreement in place to allow permit holders to park here and this would be a decision for HBC to make.
- 8.8 The proposals in Milward Crescent and Milward Road would provide an additional overflow facility for zone D permit holders and officers do not believe this would adversely affect parking availability in this area. Extending the hours of operation further is not part of these proposals but could be considered as part of a future review in this area. Having considered the objections, it is recommended that this part of the proposal is withdrawn.
- 8.9 The number of permits issued in zone D is 253. The number of parking spaces available is approximately 196. This works out at a ratio of **1.29** permits per parking space in this zone. The proposals in Wellington Square, Wellington Road, and Stonefield Road should allow an estimated additional 66 parking spaces for zone D permit holders. This will reduce the ratio down to around 1 parking space per permit and will help to alleviate the parking

pressures in zone D. Officers will need to carry out additional work as part of a future review to see if more parking spaces can be found within the existing road space.

8.10 **Recommendation:** To uphold the objections in part and to withdraw the proposed changes in Milward Road and Milward Crescent, and to proceed as advertised with the proposals in Wellington Square, Wellington Road, and Stonefield Road.

9. Site 9 Old London Road (Councillor Wincott)

9.1 A request was received from the local County Councillor to change the current two hour maximum stay at this location to one hour maximum stay. This would increase turnover of parking in these bays and benefit local businesses.

9.2 One objection has been received from the local church on the grounds that one hour would not be feasible for their congregation, who need longer than one hour.

9.3 Having considered the objection it is recommended that the proposal to the bays to the south-west of the pedestrian crossing (outside the church and the hardware store) is withdrawn, while the proposed change to the bays to the north-east of the crossing (outside the local shops) is maintained.

9.4 The objector has confirmed that they are willing to withdraw their objection if the proposal is withdrawn for the bays mentioned above.

9.5 **Recommendation:** To uphold the objection and to withdraw the proposed changes to the south-west side of the pedestrian crossing.

Appendix 3 – Proposals where objections are not upheld and are proposed to be implemented as advertised

10. Site 10 Barley Lane (Councillor Charman)

- 10.1 The relocation of the disabled parking bay in Barley Lane was requested by the user of the bay. The proposal is intended to provide a more accessible space for the applicant.
- 10.2 Five objections have been received, three of which are from local residents who live in the nearby road High Wickham, and two are from visitors to the area. The grounds for objection were that the move is unnecessary, unjustified and a waste of money, that the bay would prove unsuitable for use and result in a loss of parking for residents and visitors to High Wickham.
- 10.3 The proposal will improve accessibility to the parking bay for the user. The revised location is closer to the user's home and allows the user to pull into the space on the correct side of the road. This section of Barley Lane may only be entered from Harold Road (its western end) due to a one way restriction to the east in the lane. To access the existing space the user has to either pull into the space against the flow of traffic and exit onto the verge (which is slippery in poor weather) or execute a turn in the mouth of the junction to face the correct way and exit the vehicle road side. Reports have been received from the user that the overhanging vegetation becomes obstructive when trying to use the current space
- 10.4 A mobility assessment has been carried out to confirm that the revised location is suitable as the user will need to ascend a small flight of steps to access the proposed bay. The independent mobility assessor has confirmed that the user should be able to access the bay in either location. Should the proposals go ahead the existing bay will be removed, meaning no net loss of on street parking space.
- 10.5 **Recommendation:** To not uphold the objection and to install the proposals as advertised to provide a disabled parking bay nearer to the applicant's home.

11. Site 11 East Beach Street (Councillor Charman)

- 11.1 A dropped kerb has been installed in East Beach Street at Winkle Island. The proposal is to extend the double yellow lines by approximately 4 metres, meaning the loss of one parking space.
- 11.2 The dropped kerb was introduced when the island was rebuilt, and is within the limits of the adjacent parking bay. This means any vehicles parked alongside the dropped kerb will be blocking this access point.
- 11.3 One objection has been received on the grounds that permit holder parking in the area has already been reduced by previous Traffic Regulation Orders, that there are three other dropped kerb accesses on Winkle Island, that there should be a dropped kerb access on the other side of East Beach Street (Pleasant Row), and that there were 8 parking spaces here before controlled parking was introduced.

- 11.4 It is true that parking is in high demand in Hastings Old Town and officers continue to work with the old town residents association (HOTRA) to try to identify where additional spaces can be introduced. HOTRA have agreed that the dropped kerb should be protected but ask that the lost parking be restricted to the same size as the dropped kerb. The proposed changes will be to the same length as the dropped kerb.
- 11.5 **Recommendation:** To not uphold the objection and install the proposal as advertised to maintain access at this dropped kerb.

12. Site 12 High Street (Councillor Charman)

- 12.1 The proposed removal of the formal disabled bay outside No.35 High Street is in response to local concerns regarding safety of pedestrians as larger vehicles were forced to mount the footway. This is due to the remaining carriageway (2.1 metres) being too narrow to allow these vehicles to pass
- 12.2 One objection has been received from a resident of the High Street who claimed that the bay was originally installed for her use and that the bay was rarely unoccupied.
- 12.3 A usage survey has been carried out to determine who uses this disabled bay. Results from the survey indicate that the bay is not in use by residents from the addresses in the immediate vicinity of the bay (Nos.30-36 High Street, Nos.86-90 High Street, and Nos.1-5 Philip Cole Close (opposite the bay)). The survey included the address of the objector. It can therefore be determined that any vehicles parked in the bay will be owned by shoppers or visitors to the area who may make use of the pay and display bays in the road where they can park without charge or time limit provided they display a valid disabled badge. This particular disabled bay is not considered to be needed and poses a safety concern at this location.
- 12.4 **Recommendation:** To not uphold the objection and install the proposal as advertised in order to maintain safety.

13. Site 13 Warwick Place, Wittersham Rise (Councillor Scott)

- 13.1 The proposed double yellow lines are intended to improve visibility and facilitate safe turning movements at the junction of Warwick Place and Wittersham Rise. The proposal to install a footway and verge parking ban follows concerns that vehicles parked on the footway were causing obstruction.
- 13.2 One objection was received from a resident of Wittersham Rise on the grounds that the resident did not consider the double yellow lines were necessary. Residents and visitors use this area for parking and these roads are dead ends and so this area is not open to through traffic. The objector also says that the tree line already takes up space on the footway and allowing cars to park with two wheels on the footway, as long as the body of the car is within the tree line will give a wider space for large vehicles such as ambulances, fire, refuse collection trucks, removals trucks, lorries delivering goods etc. and other HGV vehicles in which to negotiate the bends on Wittersham Rise.

- 13.3 The proposed double yellow lines are intended to protect the sight lines at the junction. The Highway Code states that drivers should not park within 10 metres of a junction. The proposed double yellow lines are in line with East Sussex County Council Policy which states that waiting restrictions at junctions would normally extend 15 metres from the junction.
- 13.4 These roads are not open to through traffic however they are used by parents dropping and collecting children at the nearby primary school. The proposals form part of a wider parking review for this area.
- 13.5 Footways are designed for use by pedestrians. Vehicles parking on the footway can cause damage, leaving the footway unsightly and potentially unsafe for pedestrians. Most of the properties in this area have a garage and a driveway and there is no need to park on the footway.
- 13.6 **Recommendation:** To not uphold the objection and to implement the proposal as advertised to improve visibility and safety.

14. Site 14 Dittons Mews, Robsack Avenue (Councillor Scott)

- 14.1 The proposed double yellow lines were requested by local residents and are intended to prevent obstructive parking where forward visibility is restricted to allow vehicles to safely negotiate the bend.
- 14.2 Five objections were received in total, including four objections from residents of Dittons Mews and one from a resident of Robsack Avenue. A further request was received from a resident of Robsack Avenue asking for an extension to the proposals.
- 14.3 The grounds for the objections were concerns over loss of parking for residents of Dittons Mews who own multiple vehicles but have only single driveways, moving the problem elsewhere in Robsack Avenue and a resulting increase in speed of vehicles around the bend. A suggestion was made to introduce a 5 or 10mph speed limit instead.
- 14.4 The Highway Code states that drivers should not park on a bend.
- 14.5 It is accepted that the proposed restrictions will displace vehicles further into Robsack Avenue however, the approach to the bend is relatively straight allowing drivers to see the road ahead and traffic travelling in the opposite direction when cars are parked. The presence of parked cars on the approach to the bend will introduce a degree of uncertainty which most drivers respond to by lowering their speeds. Restricting the parking at critical locations protecting sight lines, should provide drivers with sufficient information to make safe decisions. The proposed extent will enable drivers to see approaching traffic in either direction and pass safely around the section of road where forward visibility is currently hindered by the parking on the bend adjacent to the walled wooded area.
- 14.6 The lowest legal speed limit that can be introduced is 20mph. A potential scheme to implement a lower speed limit on Robsack Avenue has been assessed to determine if this might be a priority for future consideration. This proposal did not achieve the benchmark score to enable it to be taken forward at the present time. The basic principles for the introduction of speed limits is

that they must be evidence led, self-explaining, seek to reinforce people's assessment of what is a safe speed to travel and encourage self-compliance. In considering changes to speed limits consideration is given to the history of collisions, road geometry, percentage of vulnerable road users, road function, existing speeds and the road environment. The existing 30mph speed limit in Robsack Avenue is appropriate for the road type and environment. Speeding is a matter for Police enforcement. Residents can submit reports to Operation Crackdown or contact their Neighbourhood Policing Team to get involved in a community speed watch programme.

14.7 **Recommendation:** To not uphold the objection and to implement the proposal as advertised in order to maintain safety.

15. Site 15 Highfield Drive, Sidney Little Road (Councillor Scott)

15.1 The proposed double yellow lines at this location were requested by Hastings Borough Council Estates Manager and local businesses. The proposals in Highfield Drive and at its junction with Sidney Little Road are intended to facilitate heavy goods vehicles (HGVs) turning safely at this junction and at the access to the bakery

15.2 Four objections to the proposals were received from businesses operating out of the Innovation Centre at the south western end of Highfield Drive and one request for additional double yellow lines was received from Stamco Timber supplies at their access north east of the proposals in Highfield Drive. The main grounds for the objections were concern over loss of parking for staff and visitors of the Innovation Centre. The Innovation Centre has up to 350 employees working in or visiting the centre in any one day. The Centre's car park has 100 spaces inclusive of disabled and visitors spaces. There are bus stops within 10 minutes walking distance of the Innovation Centre that are regularly served by buses running between Ore and Bexhill stopping in various locations across the Borough inclusive of Hastings main Rail Station.

15.3 There are a number of businesses on the estate north of the junction that require access for HGVs. The Innovation Centre is located within an industrial estate. Difficulties in HGVs manoeuvring at the junction are detrimental to the numerous established businesses on the estate and the wider economy.

15.4 "Vehicle swept path" diagrams have been produced to ensure that the proposals do not restrict parking any further than is necessary to facilitate safe turning movements.

15.5 **Recommendation:** To not uphold the objections and install the proposals as advertised in order to maintain access and facilitate safe turning movements at this junction.

16. Site 16 Howlett Close (Councillor Scott)

16.1 The proposed double yellow lines were requested by a local resident and are intended to improve visibility and facilitate safe turning movements through the junction of Howlett Close and Tile Barn Road. The double yellow lines are proposed to extend to the south of the junction to improve visibility at the pedestrian dropped crossing point in Tile Barn Road.

- 16.2 One objection has been received from a resident of Howlett Close on the grounds that the proposed restrictions will put additional pressure on parking in the area which is already in high demand. The objector was concerned that this may result in vehicles parking in the disabled bay in Howlett Close (used by the objector).
- 16.3 The restrictions were proposed due to concerns regarding obstructive parking at the junction restricting visibility. The Highway Code states that drivers should not park within 10 metres of a junction. East Sussex County Council Policy states that waiting restrictions at junctions would normally extend 15 metres from the junction. The proposals extend to cover the dropped crossing point in Howlett Close, 10 metres to the north of the junction in Tile Barn Road and, to protect visibility for pedestrians, extend to the south to cover the dropped crossing point in Tile Barn Road. They do not restrict parking any further than is necessary to ensure safety.
- 16.4 If the objector experiences problems with non-blue badge holders parking in the disabled bay, officers can progress a request to make the bay enforceable. Although enforceable bays are not assigned to individual users and may be used by any blue badge holder, we have not received any applications or requests from other residents for on street disabled parking bays in Howlett Close which would therefore indicate that there are no other eligible users in the immediate locality.
- 16.5 **Recommendation:** To not uphold the objection and to install the proposals as advertised in order to improve visibility and facilitate safe turning movements.

17. Site 17 Wishing Tree Road (Councillor Scott)

- 17.1 The proposal at this location was to formalise the existing advisory disabled parking bay and to extend it by 1.1 metres. Legislation says that formal disabled bays must be 6.6 metres. The advisory bay at this location has been installed with a 5.5 metres length.
- 17.2 One objection has been received on the grounds that parking is already at a premium and the extension of the bay would only add to the problems in this area. However, it is not considered that the relocation of the bay and its extension by 1.1 metres will cause any substantial additional parking pressures.
- 17.3 The user of the bay has since confirmed they do not want the bay at its present location due to the adjacent verge which becomes muddy and slippery during inclement weather. They have asked that the bay is relocated so that it is adjacent to the footpath between 31 and 33 Wishing Tree Road.
- 17.4 Officers will investigate the possibility of providing a bay adjacent to the footpath between 31 and 33 Wishing Tree Road. In the meantime, it is considered that the existing disabled bay should be extended as proposed.
- 17.5 **Recommendation:** To not uphold the objection and to extend the bay as advertised.

18. Site 18 Bohemia Road (Councillor Webb)

- 18.1 The proposed double yellow lines were requested by a local resident and are intended to provide space for vehicles to pull in safely off the main road into the side road, reducing the potential for collision when entering the junction and congestion on the main road.
- 18.2 One objection was received from a business owner on Bohemia Road. The grounds for the objection were that the businesses on Bohemia Road need to load and unload outside their respective premises.
- 18.3 The proposals are to introduce no waiting at any time restrictions at the junction of Bohemia Road and Upper South Road only. There are no proposed changes to the existing loading restrictions (which currently restrict loading during peak hours to maintain traffic flow on Bohemia Road).
- 18.4 **Recommendation:** To not uphold the objection and to install the proposals as advertised in order to maintain safety at this junction.

19. **Site 19 London Road (Councillor Webb)**

- 19.1 The proposal at this location is to remove a disabled parking bay following a request from the resident that they do not need this bay.
- 19.2 One objection has been received from a neighbouring property who say that they use this bay for their disabled mother. The objector confirms that they previously applied for their own bay and subsequently cancelled their application.
- 19.3 Officers have sent an application form to the objector to complete. If they do meet the criteria then a bay can be installed outside their own property.
- 19.4 **Recommendation:** To not uphold the objection and to remove the disabled bay as advertised.

20. **Site 20 Norman Road (Councillor Webb)**

- 20.1 Complaints have been received that vehicles parked at this junction were causing obstruction. The proposal is to introduce a loading ban between the hours of 8.30am to 6pm Monday to Saturday.
- 20.2 One objection has been received requesting that the loading ban is extended so that it is operational at all hours.
- 20.3 The proposed times of operation will ensure the junction is kept clear during the peak hours. The times of operation cannot be extended as part of this review.
- 20.4 The area will be monitored to see if further changes are needed and if so, will be included in the next review of parking in this area.
- 20.5 **Recommendation:** To not uphold the objections and to install the proposals as advertised in order to prevent obstruction at this location.

21. **Site 21 Bunting Close (Councillor Forward)**

- 21.1 The proposed double yellow lines were requested by local residents and are intended to improve visibility in Field Way around the bend where forward visibility is reduced by parked vehicles.
- 21.2 Three objections were received from local residents. The grounds for objection were that the proposals would displace vehicles further into Field Way which would lead to obstructive parking across residents driveways and one of the objectors suggested that the double yellow lines should be on the outside of the bend to give priority to vehicles travelling uphill as vehicles would not be able to pass in both directions with cars parked on one side. Requests were made for additional double yellow lines to protect driveways.
- 21.3 The restrictions were proposed due to concerns about visibility and safety during school drop off and pick up times. The road width is just over 8 metres which will allow two small cars to pass with parking on one side. At times it may be necessary to give way to larger vehicles. The double yellow lines are being proposed on the inside of the bend to provide maximum forward visibility as drivers progress around the bend. The improved sight lines should provide sufficient information to drivers to enable them to make safe decisions.
- 21.4 If the proposals are implemented we will arrange for installation of access protection markings for the objectors, waiving the standard charge, to deter inconsiderate parking and assist in enforcement of dropped kerbs in cases of obstruction.
- 21.5 **Recommendation:** To not uphold the objections and to implement the proposal as advertised in order to maintain safety and improve visibility.

22. Site 22 King Edward Close (Councillor Rogers)

- 22.1 The proposal at this location is to install double yellow lines at the junction to prevent obstruction and to maintain visibility. The proposal was requested by the then County Councillor.
- 22.2 Two objections have been received from local residents who park at this junction and believe the proposals are unnecessary, that they need to park here close to their homes, that traffic calming measures should be introduced, and that parked vehicles will simply be displaced.
- 22.3 Vehicles parked here reduce visibility and turning movements and contravene the provisions of the Highway Code, and the proposals are intended to improve safety rather than convenience.
- 22.4 **Recommendation:** To not uphold the objections and to install the proposals as advertised in order to improve safety

23. Site 23 Sedlescombe Road North (Councillor Rogers)

- 23.1 The proposal for double yellow lines at this location was requested by the then Borough Councillor for this ward in response to concerns raised by local residents. The proposed double yellow lines will improve visibility and facilitate safe turning movements when exiting Briers Avenue onto the main A21 Sedlescombe Road North.

- 23.2 One objection was received from a resident of Sedlescombe Road North. The grounds for the objection were that parking is very limited in the area already. There is an access to a primary school located north of the objector's property. The objector reports problems of obstructive parking across his driveway which he is concerned would be made worse by restricting parking further in this area.
- 23.3 The objector's driveway is within the controlled area for the zebra crossing to the south of his property. The zig zag lines may be enforced by the Civil Enforcement Officers. If an offence is witnessed then this may be reported to the Council's enforcement contractor NSL who, subject to available resources, will attend and issue a Penalty Charge Notice which would discourage this practice in future.
- 23.4 The Highway Code states that drivers should not park within 10 metres of a junction. The proposed double yellow lines are in line with East Sussex County Council Policy which states that waiting restrictions at junctions would normally extend 15 metres from the junction. The proposal does not restrict parking more than necessary to ensure safety. Restricting the parking at critical locations protecting sight lines, should provide drivers with sufficient information to make safe decisions. The A21 is a busy main road carrying a high volume of all types of traffic daily which makes joining the main road difficult. Officers do not consider that the proposals will remove any legitimate parking.
- 23.5 **Recommendation:** To not uphold the objection and to install the proposals as advertised in order to improve visibility and facilitate safe turning movements.

24. Site 24 Nelson Road (Councillor Daniel)

- 24.1 A request was received to install a 'Car Club' bay at this location.
- 24.2 One objection has been received. While the objector agrees with the idea of a car club bay, they express concerns about the location of the bay. The objector states that for this scheme to be successful, the car club bay should be located more centrally to the town in an area such as Robertson Street, and says that the idea of the car club is to have several cars available around the town. The objector also says that a car club with only one car would not work.
- 24.3 The car club organisation, Co-wheels, is an independently owned national car club. They asked for the bay to be placed at the junction of Nelson Road and Milward Road as the demography in this area works best, as this is an area with high population density with restricted parking and no or few off-street private bays. The cars are clearly identified and it should be obvious to a member of the public if a non-car club vehicle is parking at this location as it will not be liveried.
- 24.4 Hastings Borough Council currently provide two parking spaces for Car Club vehicles in their off-street town centre car park at Russell Street.
- 24.5 Co-wheels say that as well as using off-street car parks, that when starting up a car club it is really important to also install on-street visible bays. Co-wheels

currently operates in around 45 - 50 locations across the UK including Lewes, Chichester, Tunbridge Wells and Horsham. The aims of the car club are to reduce private car ownership. Car Plus (a non governmental organisation) estimates 10 - 25 private cars are taken off the roads for every one car club car and increase public transport and other sustainable transport methods by making people think about their travel choices rather than just hop in their own car. More details and the background to Co-wheels can be found on their website at <http://www.co-wheels.org.uk>.

24.6 **Recommendation:** To not uphold the objection and to install the proposals as advertised in order to provide a car club bay.

25. Site 25 Stone Street (Councillor Daniel)

25.1 A request was received to install a disabled bay for a resident of Stone Street.

25.2 Three objections have been received on the grounds that parking is at a premium in this area and a question was raised as to whether the bay is for general use or for a local resident.

25.3 The proposed bay is for a resident of Stone Street who has submitted a successful application.

25.4 **Recommendation:** To not uphold the objection and to install the proposals as advertised in order to provide a disabled parking bay for a local resident.

26. Site 26 Pilot Road (Councillor Wincott)

26.1 The proposed double yellow lines were requested by a resident of Sovereign Close due to concerns surrounding emergency access. When Hastings Borough Council (HBC) originally proposed the removal of the double yellow lines in 2011 in response to a petition from residents, there were strong concerns raised by East Sussex Fire and Rescue Service (ESFRS). ESFRS stated that although it may be possible for their crews to access the area if the proposed changes went ahead it could be difficult or impossible to dismount the appliance should an incident occur.

26.2 One objection has been received from a resident of Pilot Road on the grounds that the proposals are unnecessary as large vehicles accessing The Ridge, delivery vehicles and refuse vehicles for the area are able to pass. The objector suggests that fire appliances could access Sovereign Close via the unmade northern most section of Pilot Road from The Ridge. The objector raised strong concerns that removal of the on street parking would result in an increase in speeds. The objector stated that numerous vehicles cut through the northern most section of Pilot Road to access the Ridge and do so at speed. The objector also suggested that the proposals would just move the problem elsewhere in Pilot Road.

26.3 The Road Safety Team's Traffic Engineer carried out a traffic survey on Tuesday 9 June 2016 when traffic levels are typically at their highest between 8 and 9am. Vehicles were recorded travelling in both directions in Pilot Road north of Ochiltree Road. During this period 25 cars (3 of which were driven by residents of this section) and 7 vans continued onto The Ridge. No Heavy Good Vehicles were observed. All vehicles slowed to traverse the unmade

section of road. No excessive speeds were evident. 8 vehicles exited Sovereign Close but travelled south on Pilot Road rather than travelling north to The Ridge. Putting the vehicle count into perspective records for February this year for the permanent traffic counter installed on The Ridge east of the Conquest indicate an average of 1661 vehicles during the same time period.

- 26.4 The east side of Pilot Road is unrestricted to the north of the section where vehicles currently park. There have been no vehicles parked in this section whenever the site has been visited which would suggest there is suitable alternative parking available within a reasonable distance.
- 26.5 The northern most section of Pilot Road is not a desirable route when travelling to or from The Ridge as the road north of Sovereign Close is un-made. This deters through traffic and the poor surface condition will typically reduce speeds.
- 26.6 A degree of on street parking can assist in encouraging lower speeds by introducing uncertainty however it is important that traffic may still pass unhindered, by removing obstructive parking, where it is most needed.
- 26.7 Officers have been in discussion with ESFRS following the informal consultation carried out in respect to these proposals. The fire station manager has arranged for their lead road risk officer to assess the road. During multiple visits, (mainly carried out during the evening) it was reported that it was difficult to pass Pilot Road north of Ochiltree Road driving a response car. An appliance was requested to attempt access to Sovereign Close and whilst they did get through, it was not easy and would have delayed their attendance at an incident by some time despite the fact that there were fewer cars parked than there had been on other nights the risk officer had attended. Regulations state that there should be access for a pumping appliance within 45 metres of a property. Access to Sovereign Close from the Ridge is unsuitable as the road is un-adopted and poorly maintained. ESFRS support the proposals to reinstate the double yellow lines at this location. The measures would improve response times which potentially lead to better outcomes in the event of an emergency.
- 26.8 **Recommendation:** To not uphold the objections and to install the proposals as advertised to maintain safety

27. Site 27 Saxon Road (Councillor Wincott)

- 27.1 The proposed double yellow lines at this location were requested by a resident of the un-adopted section of Harold Road via the County Councillor. The double yellow lines are intended to improve visibility and facilitate safe turning movements when exiting the un-adopted Harold Road and, adjacent junction, New Road onto Saxon Road.
- 27.2 One objection was received from a resident of Saxon Road. The grounds for the objections were that parking is already in high demand here and that vehicles parked at the junction force vehicles exiting this junction to do so with caution due to lack of visibility. The objector suggested that if proposals go ahead then similar junctions in the area should be treated the same. The objector requested speed humps are installed in Saxon Road and Harold Road to slow traffic. The objector also asked what the Council was doing to

alleviate parking problems and suggested that the Council could waive the charges for lowering footways where residents apply to create off street parking to their frontages.

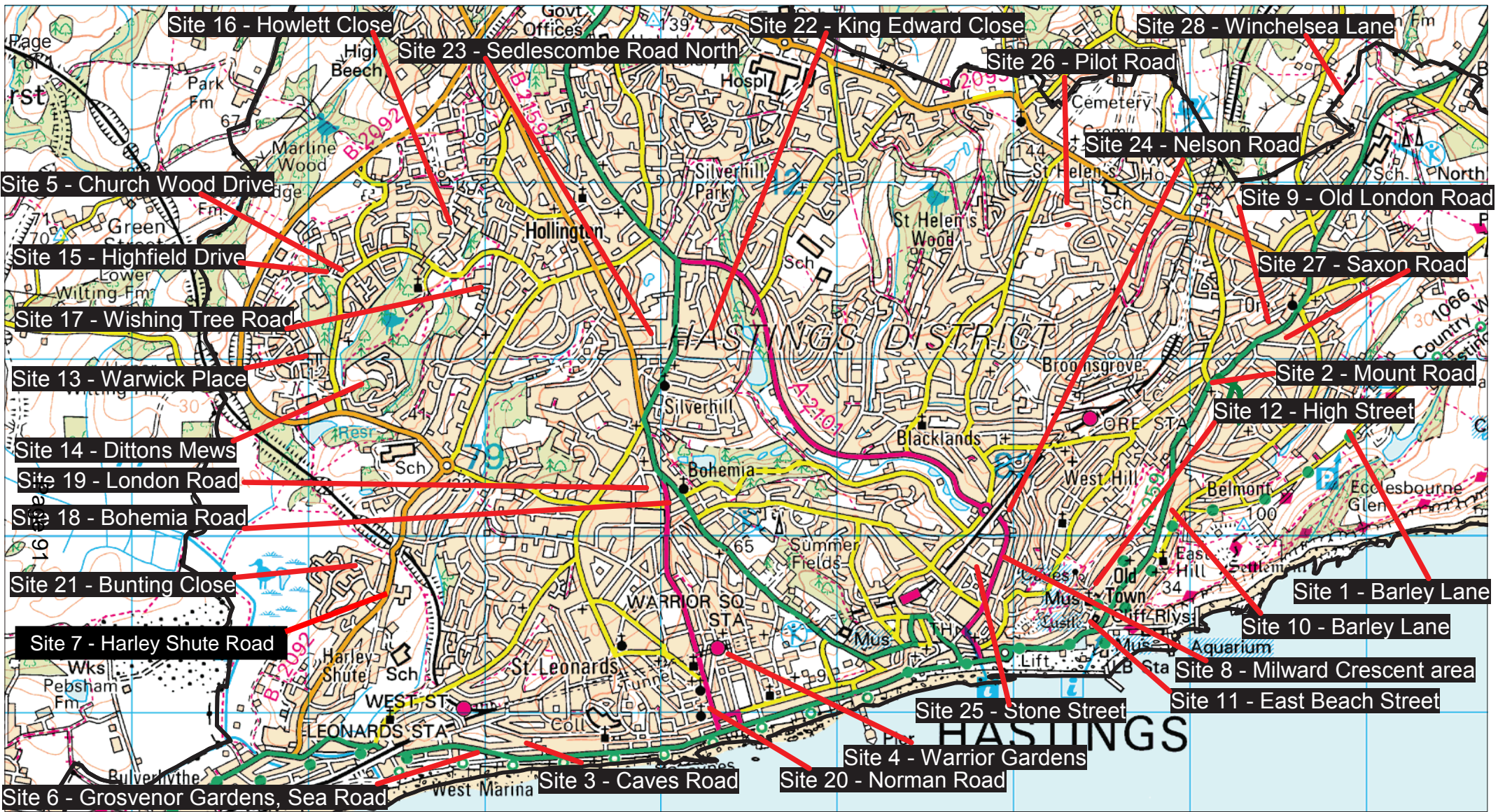
- 27.3 The Council would not be able to resource the numerous requests it would be likely to receive for subsidising private off street parking. Not all residents are able to create off street parking within their own boundaries. The limited resources the Council has must be targeted at those sites where it would be of greatest benefit to the wider community rather than individuals.
- 27.4 The needs of all road users needs to be balanced to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). The Council aims to promote sustainable transport choices so as to reduce dependence on private cars.
- 27.5 A potential scheme to implement traffic calming on Saxon Road and Harold Road has been assessed to determine if this might be a priority for future consideration. This proposal did not achieve the benchmark score to enable it to be taken forward at the present time.
- 27.6 Proposals for parking restrictions are assessed and progressed, subject to their relative priority, where problems have been identified. The purpose of this report is not to consider requests for new or additional restrictions but to consider objections received to the current proposals. All requests must follow the legal procedure for the introduction of a Traffic Regulation Order, including carrying out the necessary consultation and advertisement. The procedure followed ensures fairness in adequately publicising proposals enabling the public to comment and ensures that subsequent enforcement of restrictions is not compromised. The locations the objector has highlighted will be considered under the next annual parking review for the area as appropriate.
- 27.7 The Highway Code states that drivers should not park within 10 metres of a junction. The proposed double yellow lines are in line with East Sussex County Council Policy which states that waiting restrictions at junctions would normally extend 15 metres from the junction. The proposal does not restrict parking more than necessary to ensure safety. A level of on street parking can encourage lower speeds by introducing uncertainty however there are locations where removal of parking is needed. Restricting the parking at critical locations protecting sight lines, should provide drivers with sufficient information to make safe decisions.
- 27.8 **Recommendation:** To not uphold the objections and to install the proposals as advertised to maintain safety at this location

28. Site 28 Winchelsea Lane (Councillor Wincott)

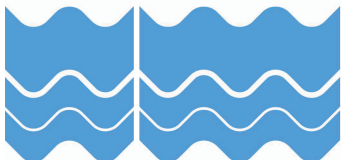
- 28.1 The no stopping on footway and verge restrictions were previously installed as part of parking restriction changes associated with the Hastings Academy development. Due to difficulties in placing of signs here it is necessary to propose an amendment of the Traffic Regulation Order to reflect a shorter restriction than was originally advertised.
- 28.2 Two objections were received from residents of Winchelsea Lane. The grounds for the objections were that stopping the parking on the footway

narrows the lane as vehicles now park wholly on the carriageway. This parking leads to concerns regarding emergency access and creates difficulties for residents entering and exiting their private drives.

- 28.3 The purpose of this report is not to consider requests for new or additional restrictions but to consider objections received to the current proposals. The objectors are not objecting to the footway and verge parking ban which was originally requested by residents due to obstructive parking in connection with the Hastings Academy located on the adjacent main road. The objections have been made because the residents would like double yellow lines for the entire length of the lane. All requests must follow the legal procedure for introduction of a Traffic Regulation Order carrying out the necessary consultation and advertisement. The procedure followed ensures fairness in adequately publicising proposals enabling the public to comment and ensures that subsequent enforcement of restrictions is not compromised. We have already received the request for double yellow lines in Winchelsea Lane and advised that this request will be considered under the next parking review for the area as appropriate.
- 28.4 The proposal does not make any physical changes to the restrictions that have been in place since April 2015. The change is an administration change only which is legally required for effective enforcement.
- 28.5 **Recommendation:** To not uphold the objections and to implement the proposals as advertised



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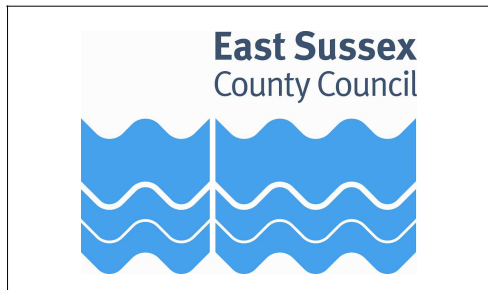
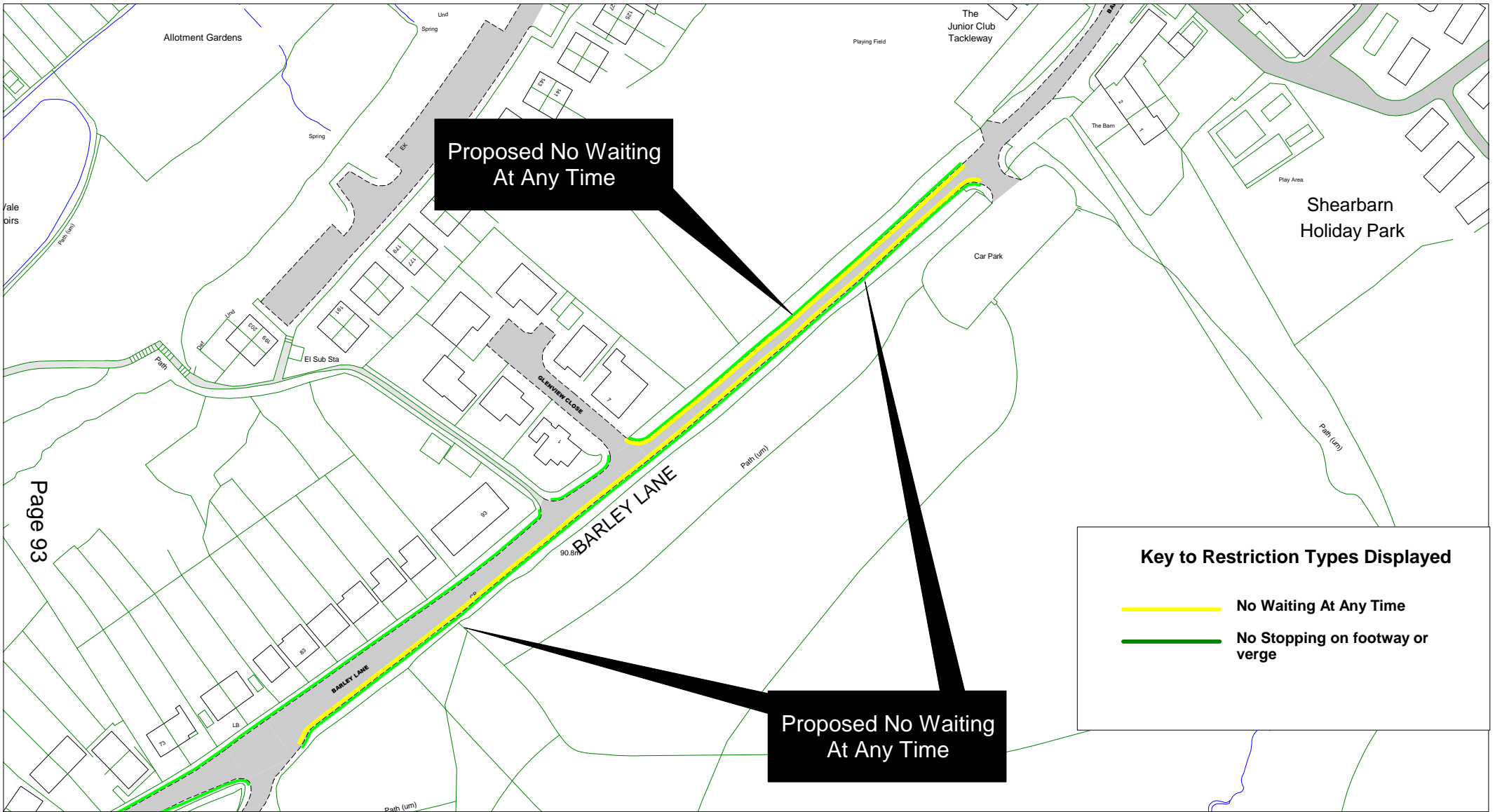
Hastings parking review

Sites attracting objections

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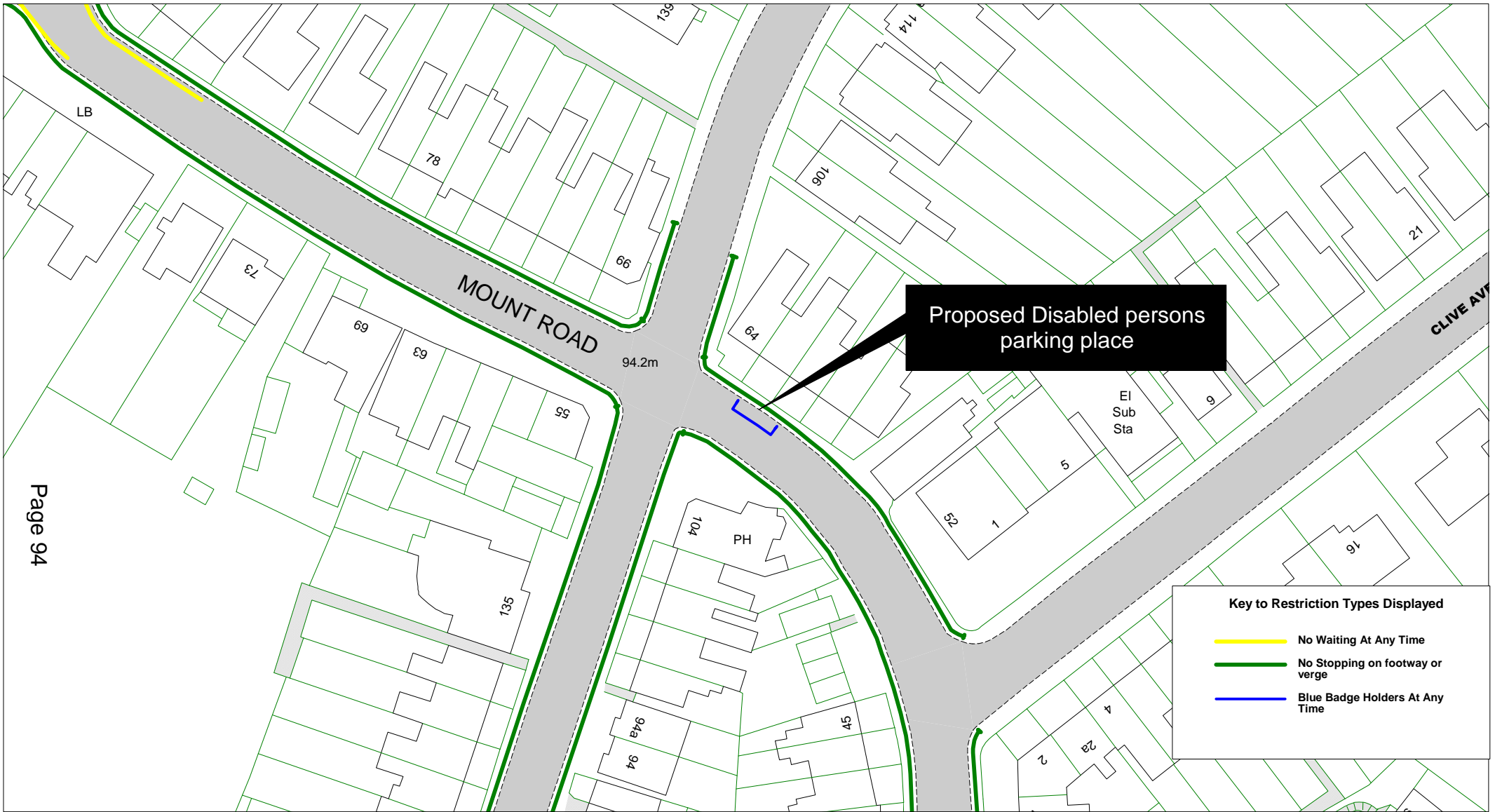
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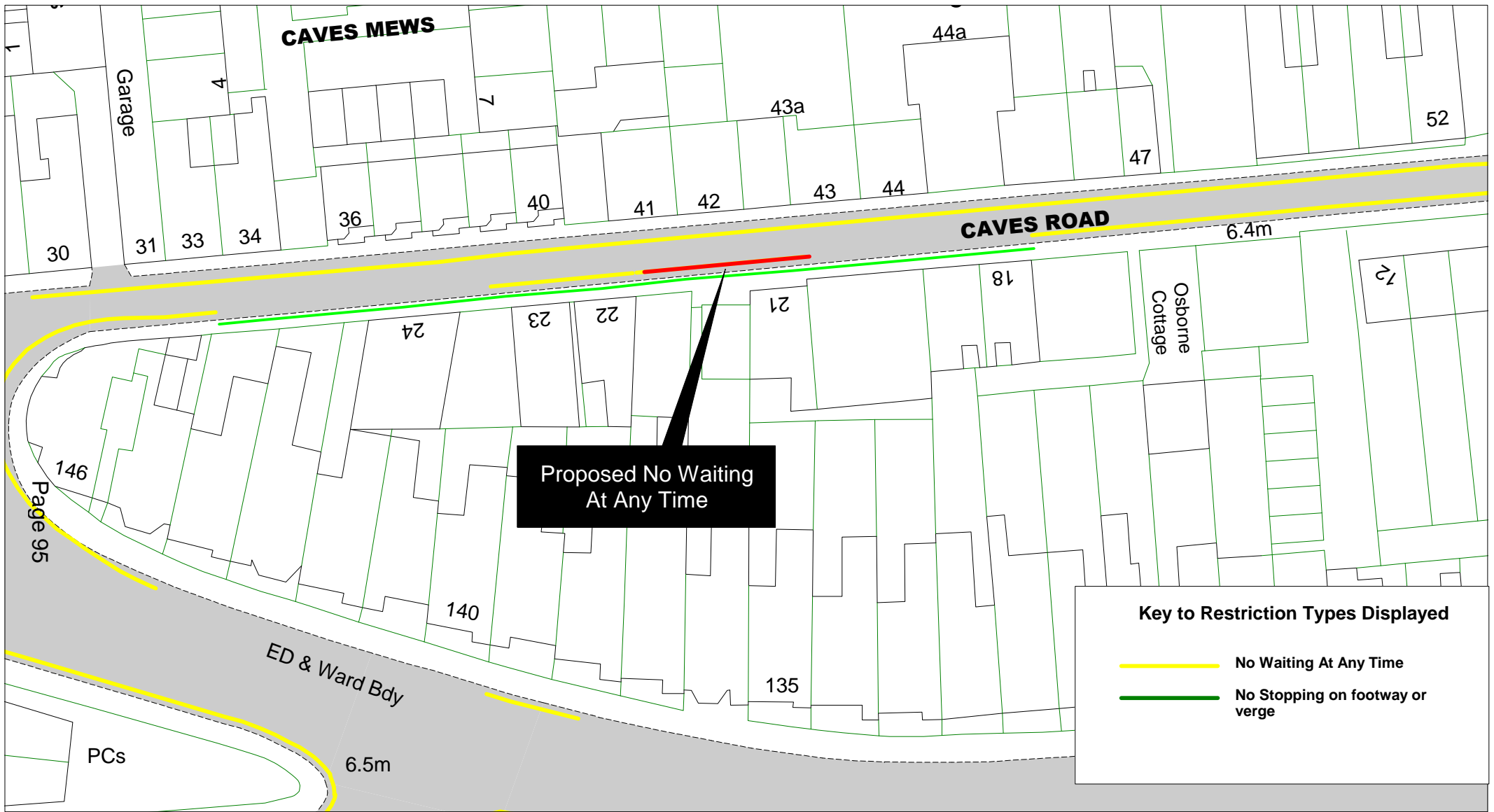
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Mount Road

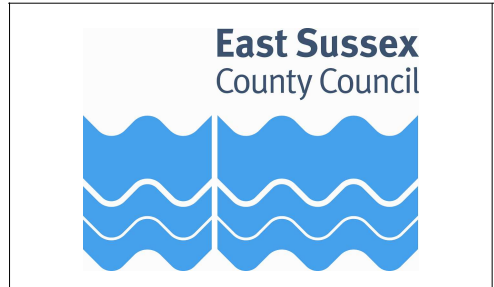
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**Proposed No Waiting
At Any Time**

Key to Restriction Types Displayed

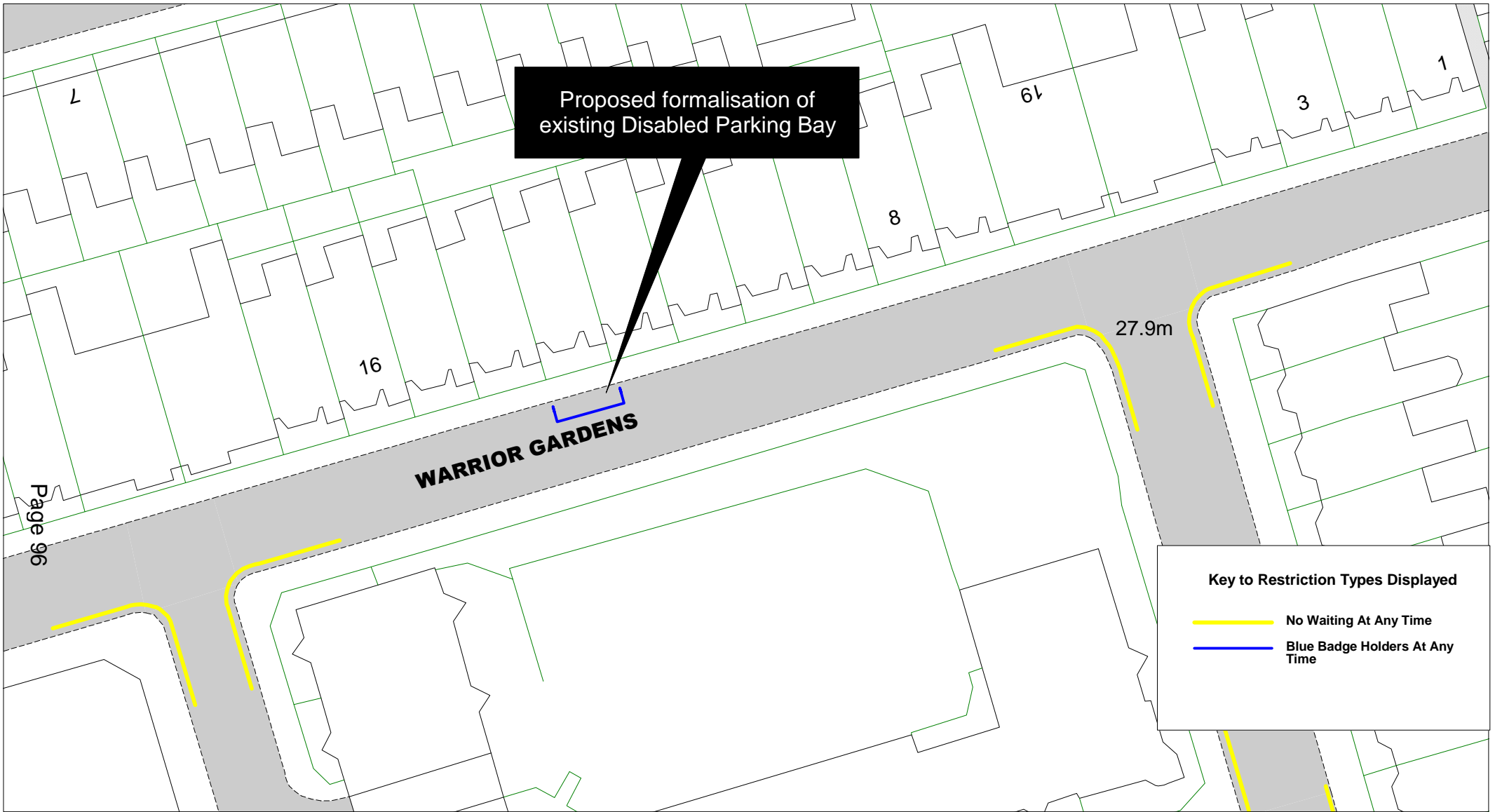
- No Waiting At Any Time
- No Stopping on footway or verge



Site 3
Caves Road

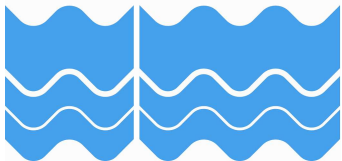
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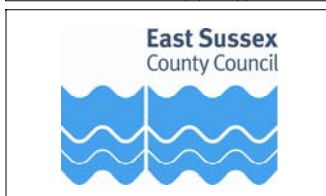
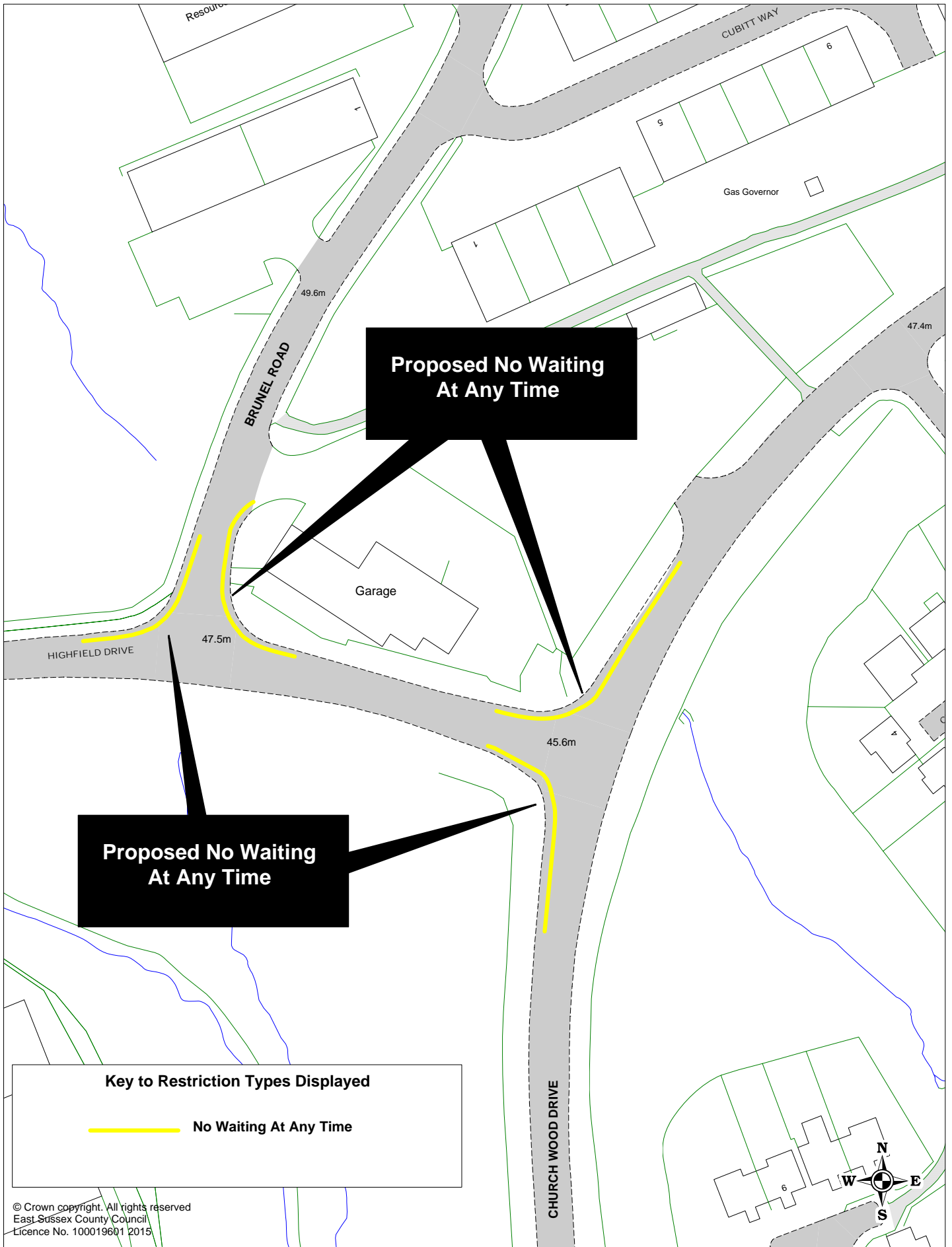
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Warrior Gardens

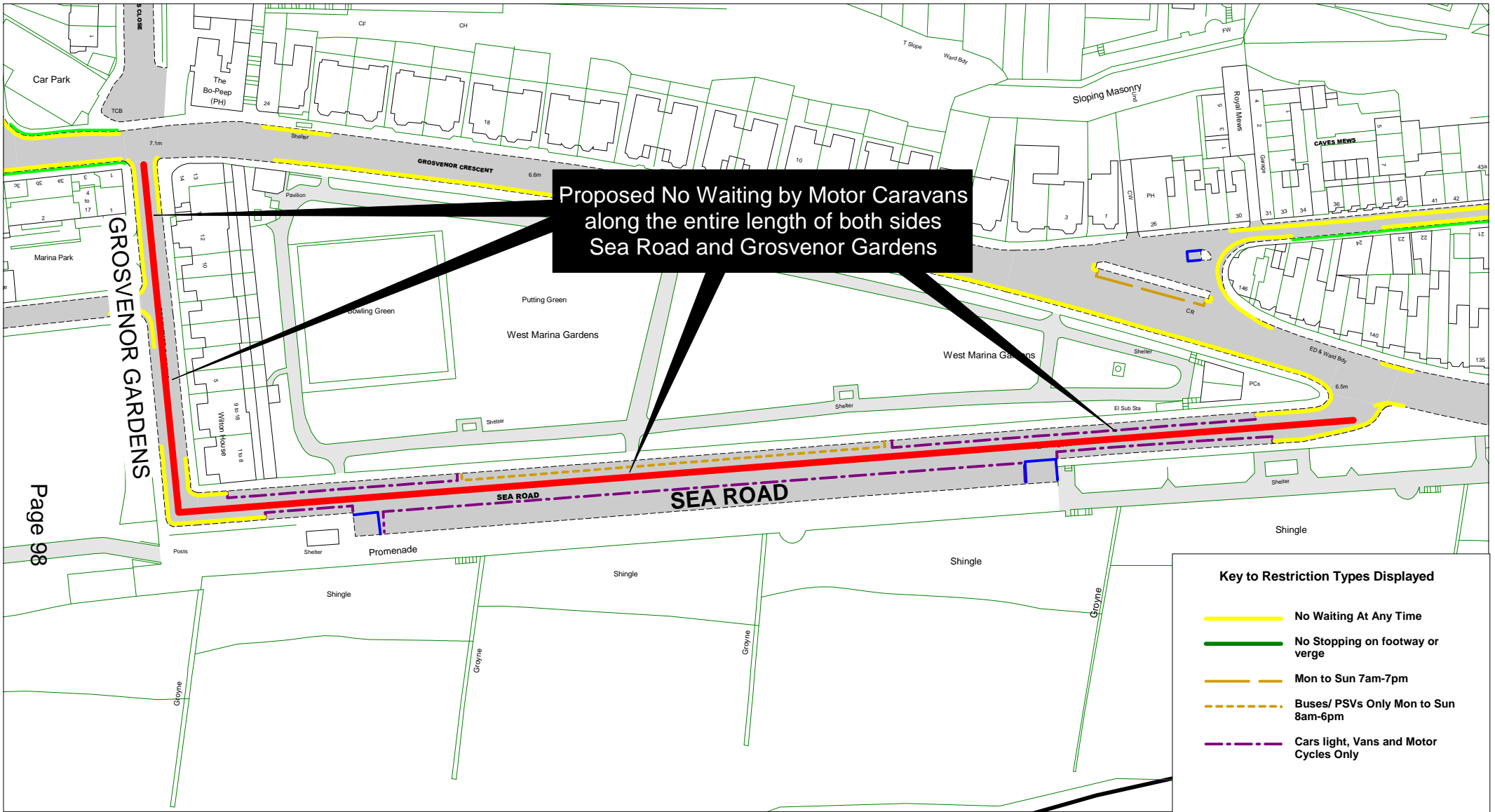
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Site 5
Church Wood Drive, Highfield Drive & Brunel Road
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**Proposed No Waiting by Motor Caravans
along the entire length of both sides
Sea Road and Grosvenor Gardens**

Key to Restriction Types Displayed

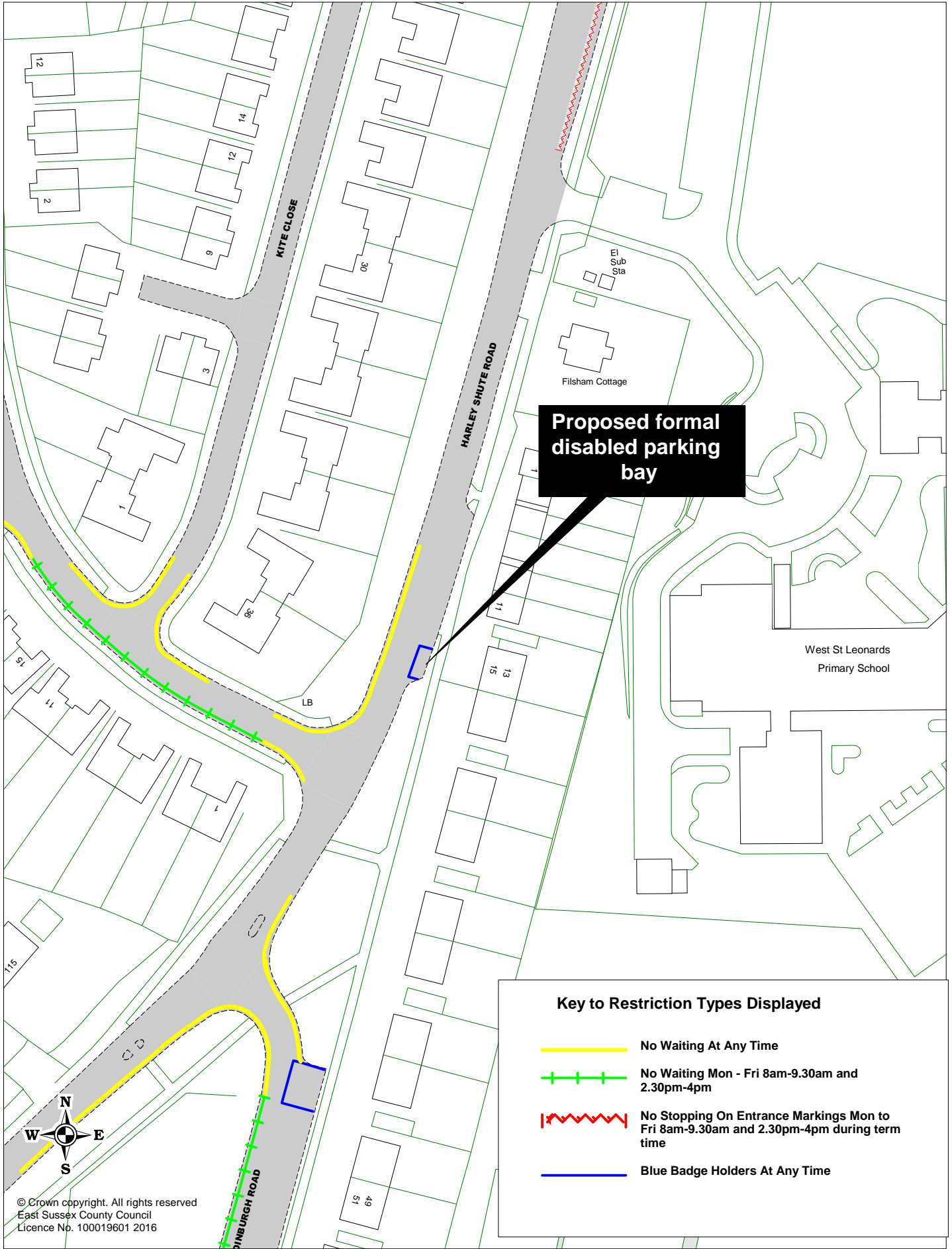
- No Waiting At Any Time
- No Stopping on footway or verge
- Mon to Sun 7am-7pm
- - - Buses/ PSVs Only Mon to Sun 8am-6pm
- - - Cars light, Vans and Motor Cycles Only



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Site 6
Sea Road, Grosvenor Gardens

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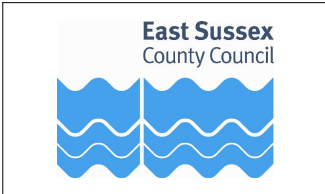


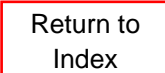

Proposed formal disabled parking bay

Key to Restriction Types Displayed

-  No Waiting At Any Time
-  No Waiting Mon - Fri 8am-9.30am and 2.30pm-4pm
-  No Stopping On Entrance Markings Mon to Fri 8am-9.30am and 2.30pm-4pm during term time
-  Blue Badge Holders At Any Time

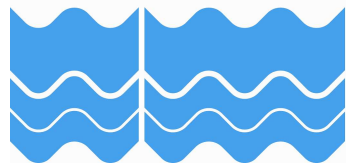
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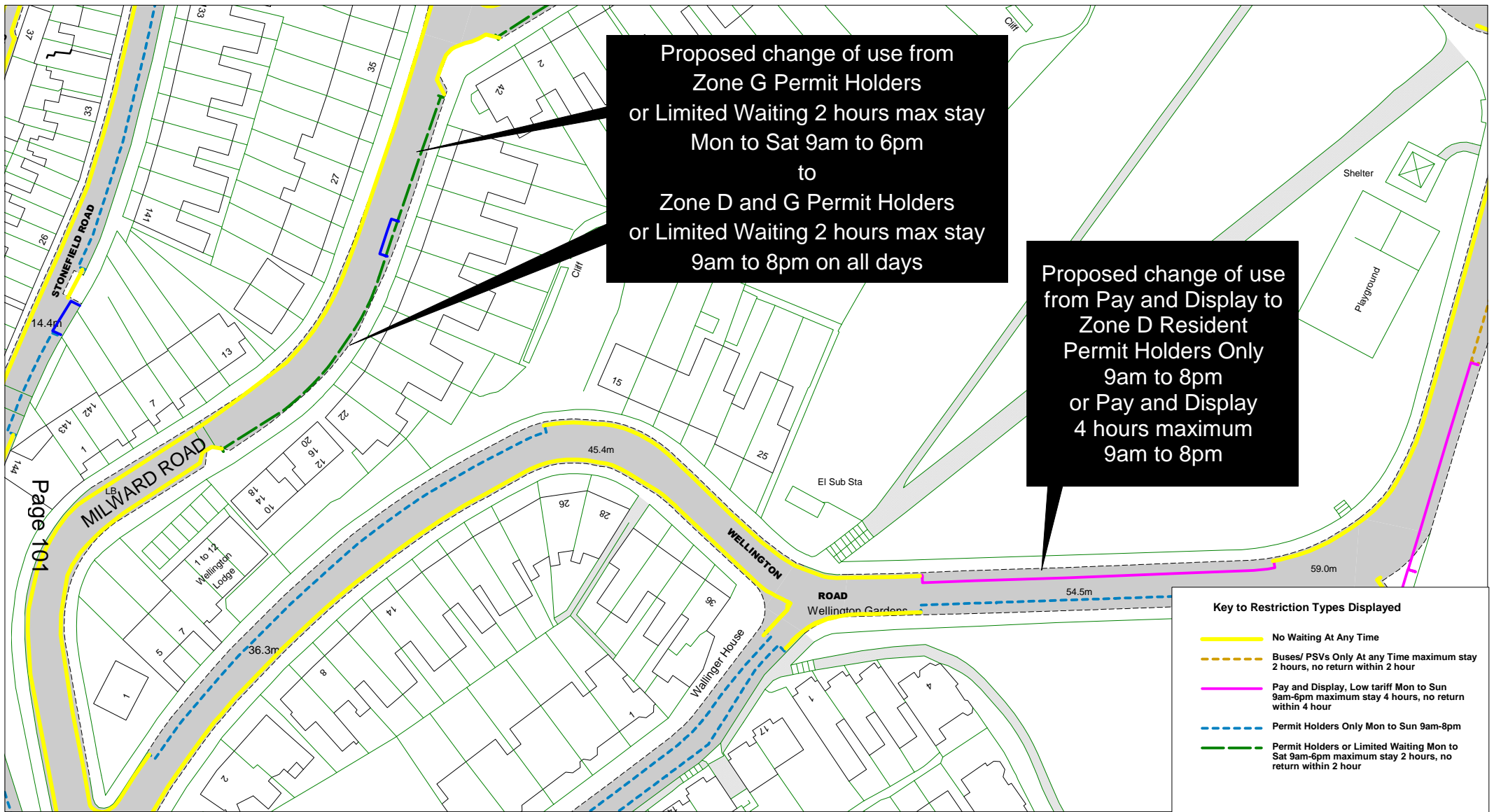


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Site 8 Plan 1

Stonefield Place, Milward Road, Milward Crescent

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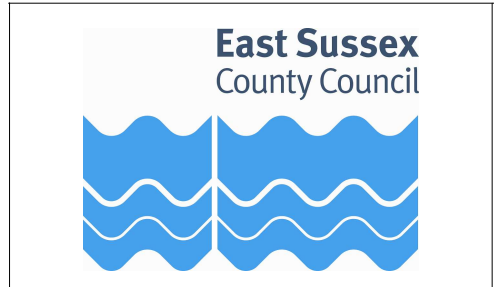


Proposed change of use from
 Zone G Permit Holders
 or Limited Waiting 2 hours max stay
 Mon to Sat 9am to 6pm
 to
 Zone D and G Permit Holders
 or Limited Waiting 2 hours max stay
 9am to 8pm on all days

Proposed change of use from
 Pay and Display to
 Zone D Resident
 Permit Holders Only
 9am to 8pm
 or Pay and Display
 4 hours maximum
 9am to 8pm

Key to Restriction Types Displayed

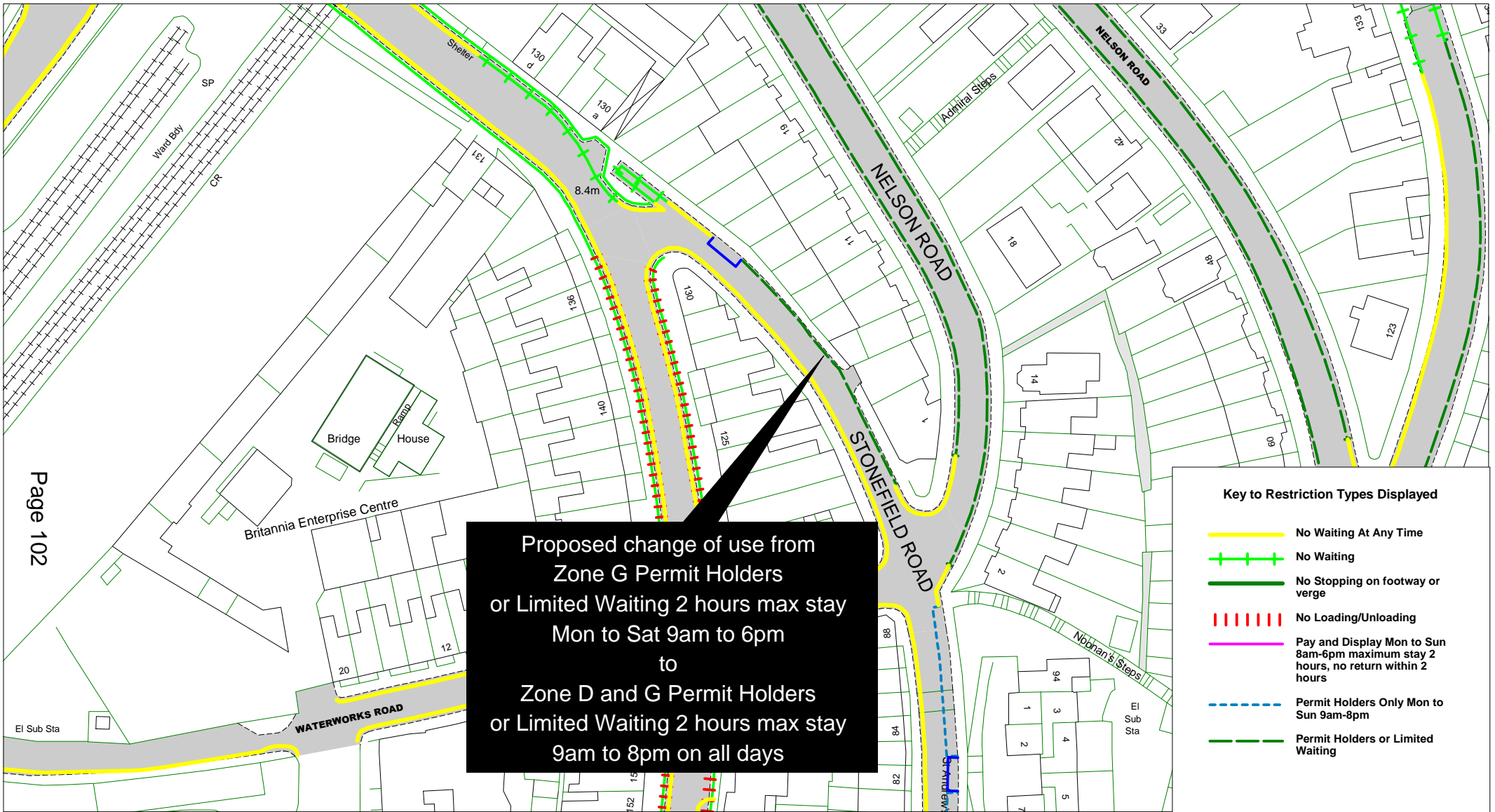
- No Waiting At Any Time
- - - - - Buses/ PSVs Only At any Time maximum stay 2 hours, no return within 2 hour
- Pay and Display, Low tariff Mon to Sun 9am-6pm maximum stay 4 hours, no return within 4 hour
- - - - - Permit Holders Only Mon to Sun 9am-8pm
- - - - - Permit Holders or Limited Waiting Mon to Sat 9am-6pm maximum stay 2 hours, no return within 2 hour



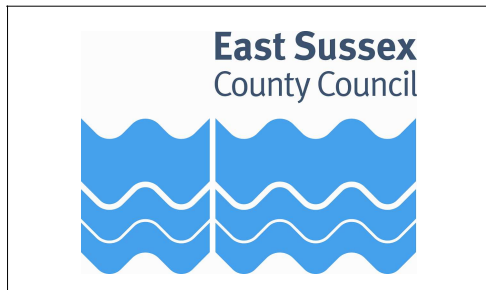
Site 8 Plan 2
 Milward Road, Wellington Road

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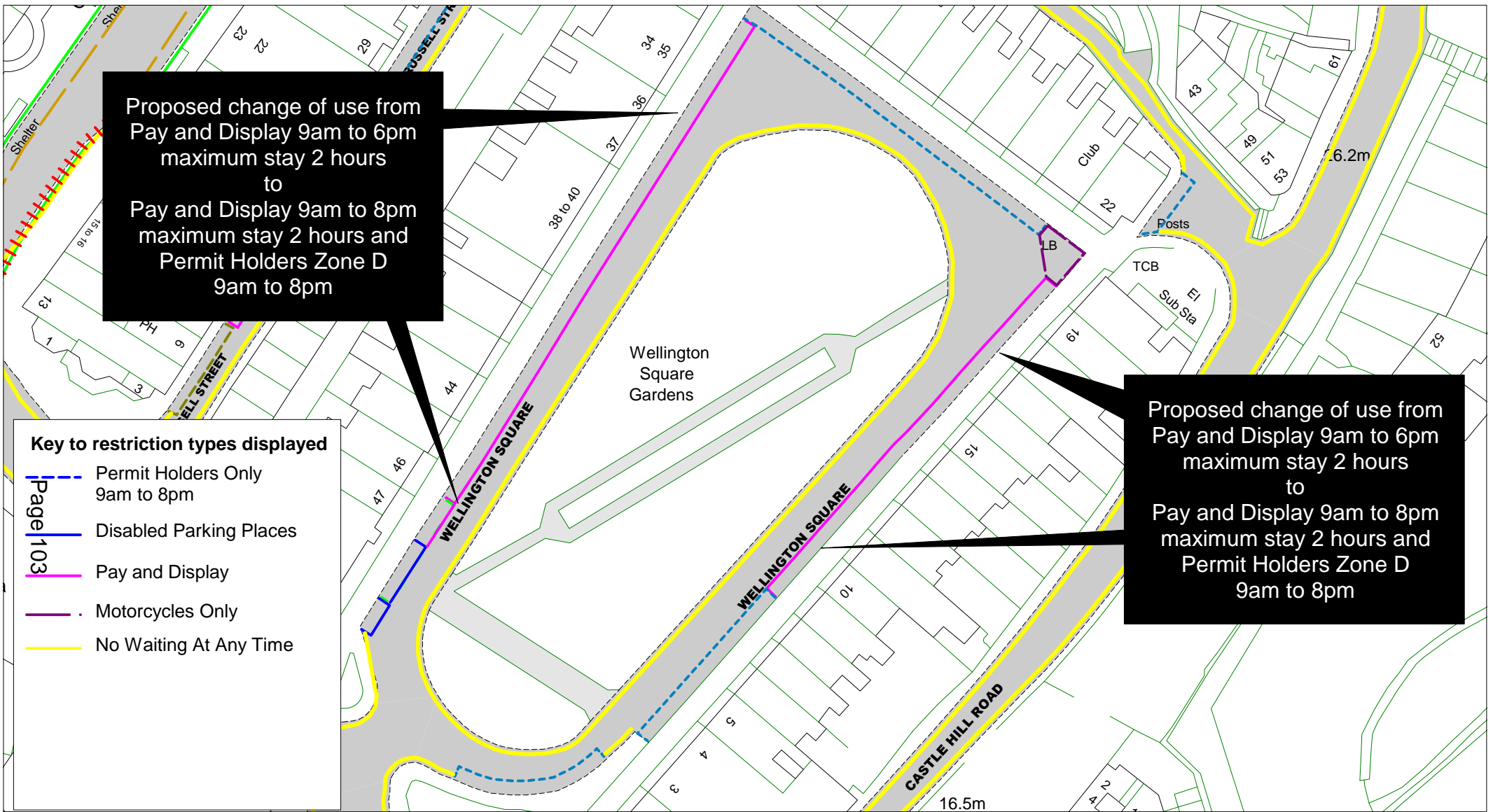
Proposed change of use from
 Zone G Permit Holders
 or Limited Waiting 2 hours max stay
 Mon to Sat 9am to 6pm
 to
 Zone D and G Permit Holders
 or Limited Waiting 2 hours max stay
 9am to 8pm on all days



Site 8 Plan 3
Stonefield Road

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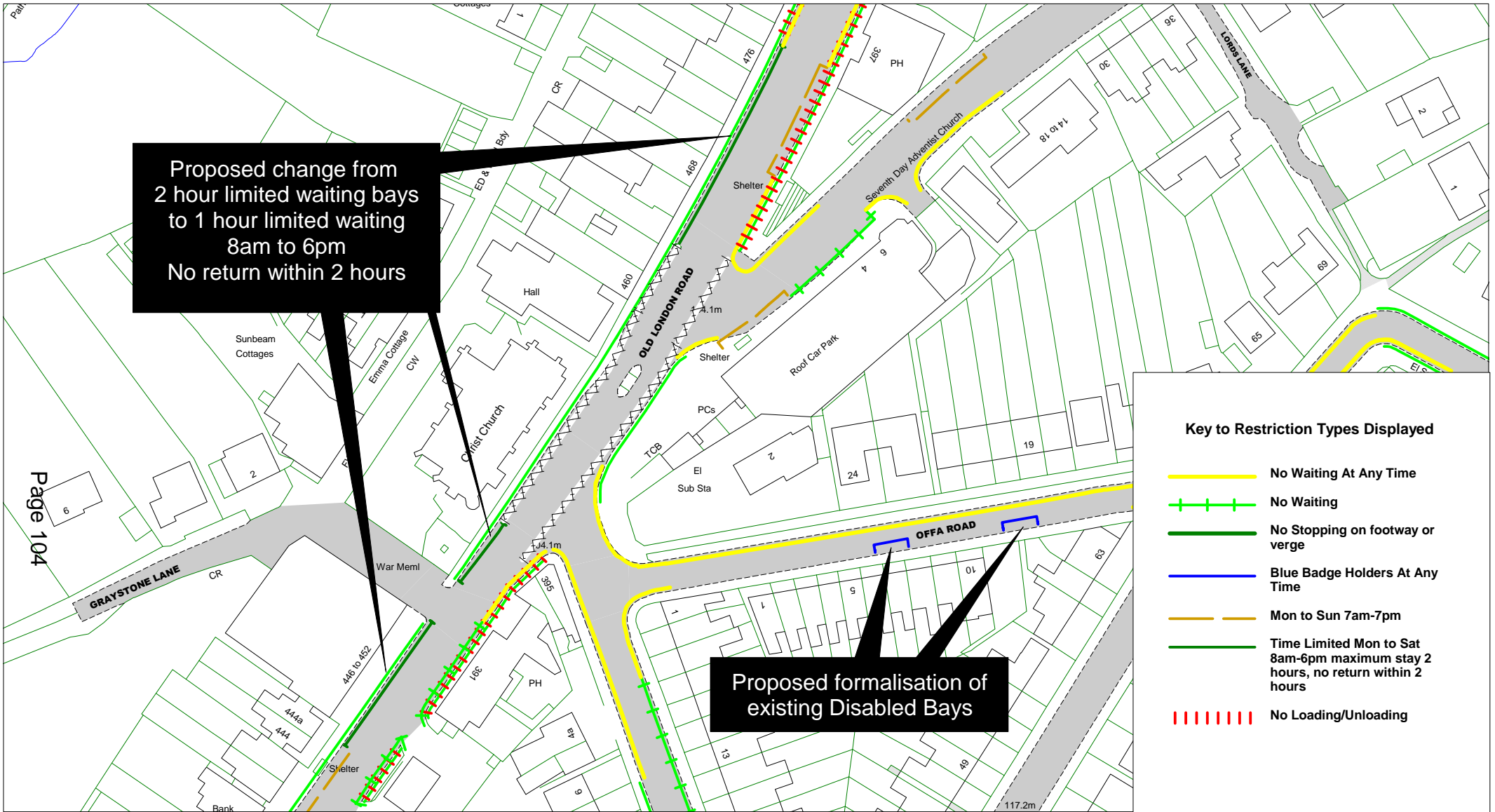
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Site 8 Plan 4
Wellington Square

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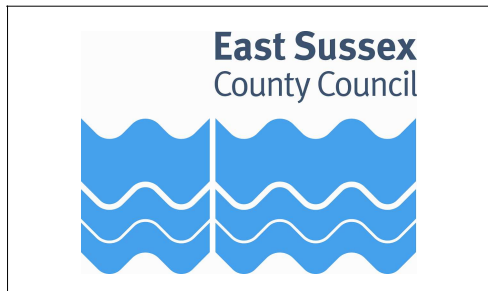
Proposed change from
2 hour limited waiting bays
to 1 hour limited waiting
8am to 6pm
No return within 2 hours

Proposed formalisation of
existing Disabled Bays

Key to Restriction Types Displayed

-  No Waiting At Any Time
-  No Waiting
-  No Stopping on footway or verge
-  Blue Badge Holders At Any Time
-  Mon to Sun 7am-7pm
-  Time Limited Mon to Sat 8am-6pm maximum stay 2 hours, no return within 2 hours
-  No Loading/Unloading

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Site 9
Old London Road, Offa Road

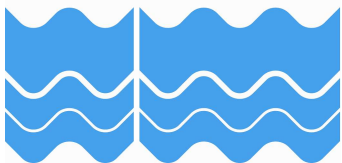


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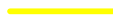







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Site 10
Barley Lane


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Key to Restriction Types Displayed

-  No Waiting At Any Time
-  No Waiting Mon to Sun 8am-6pm
-  No Stopping on footway or verge
-  No Waiting by Buses, PSVs, or HGVs At Any Time
-  Loading/ Unloading Only Mon to Sun 6am-6pm
-  Pay and Display
-  Permit Holders Only Mon to Sun 9am-8pm
-  Police Vehicles Only At Any Time

Proposed reduction to Permit Holder Parking and introduction of No Waiting At Any Time to cover the dropped kerb access to Winkle Island



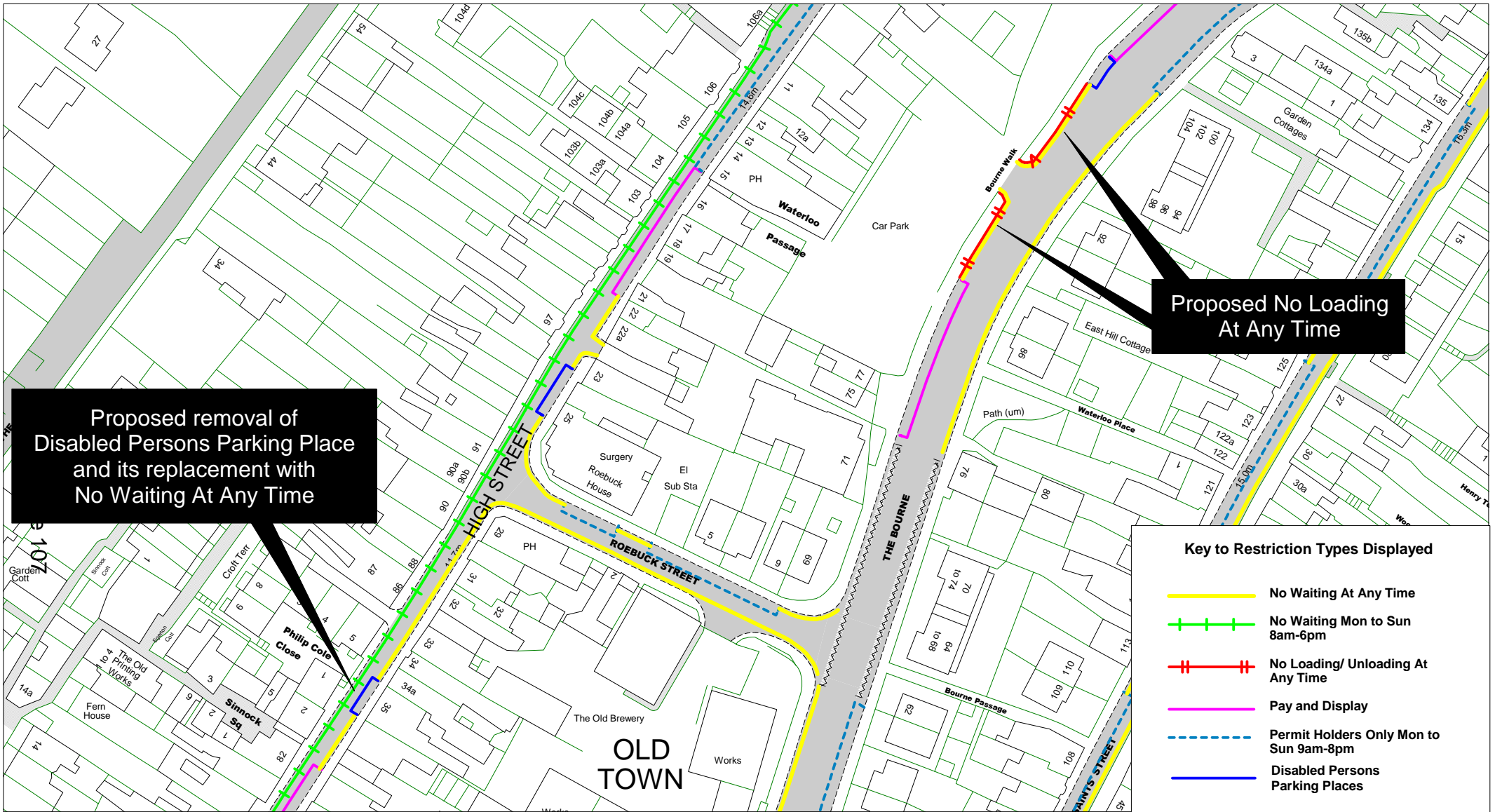
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County Council



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Site 11
East Beach Street

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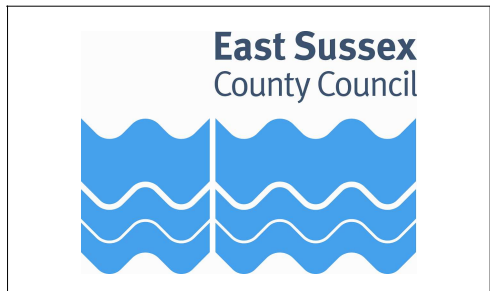


Proposed removal of Disabled Persons Parking Place and its replacement with No Waiting At Any Time

Proposed No Loading At Any Time

Key to Restriction Types Displayed

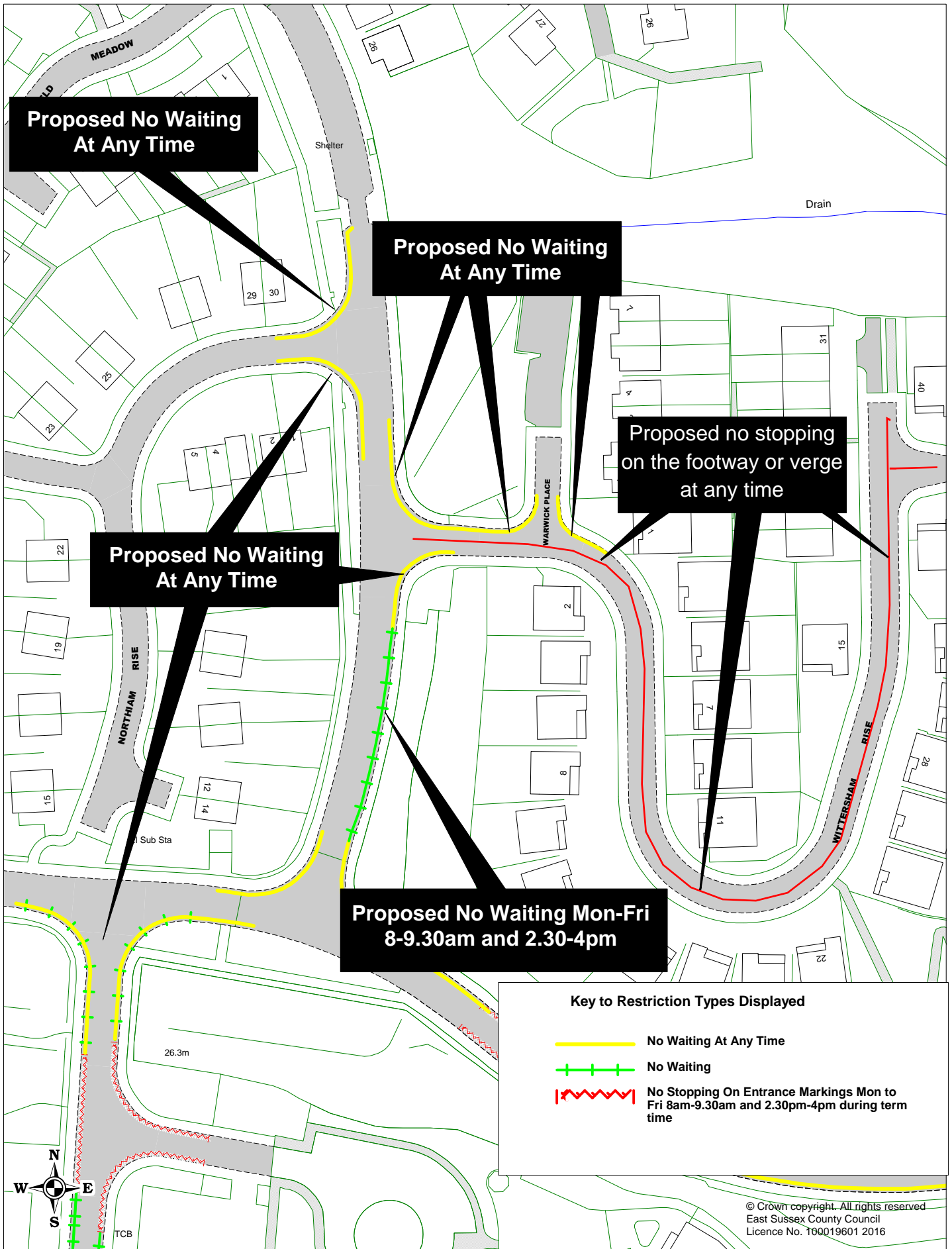
	No Waiting At Any Time
	No Waiting Mon to Sun 8am-6pm
	No Loading/ Unloading At Any Time
	Pay and Display
	Permit Holders Only Mon to Sun 9am-8pm
	Disabled Persons Parking Places

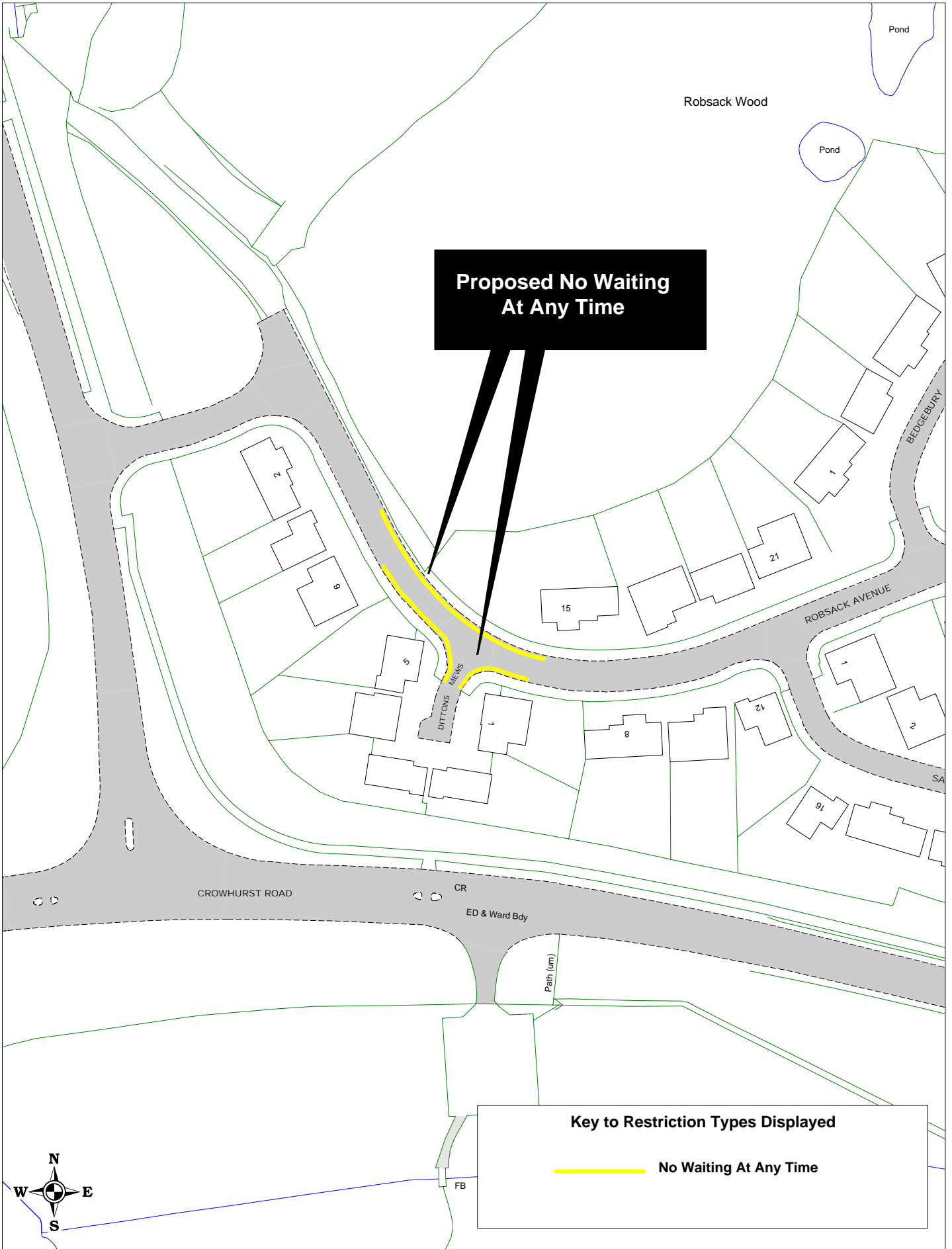


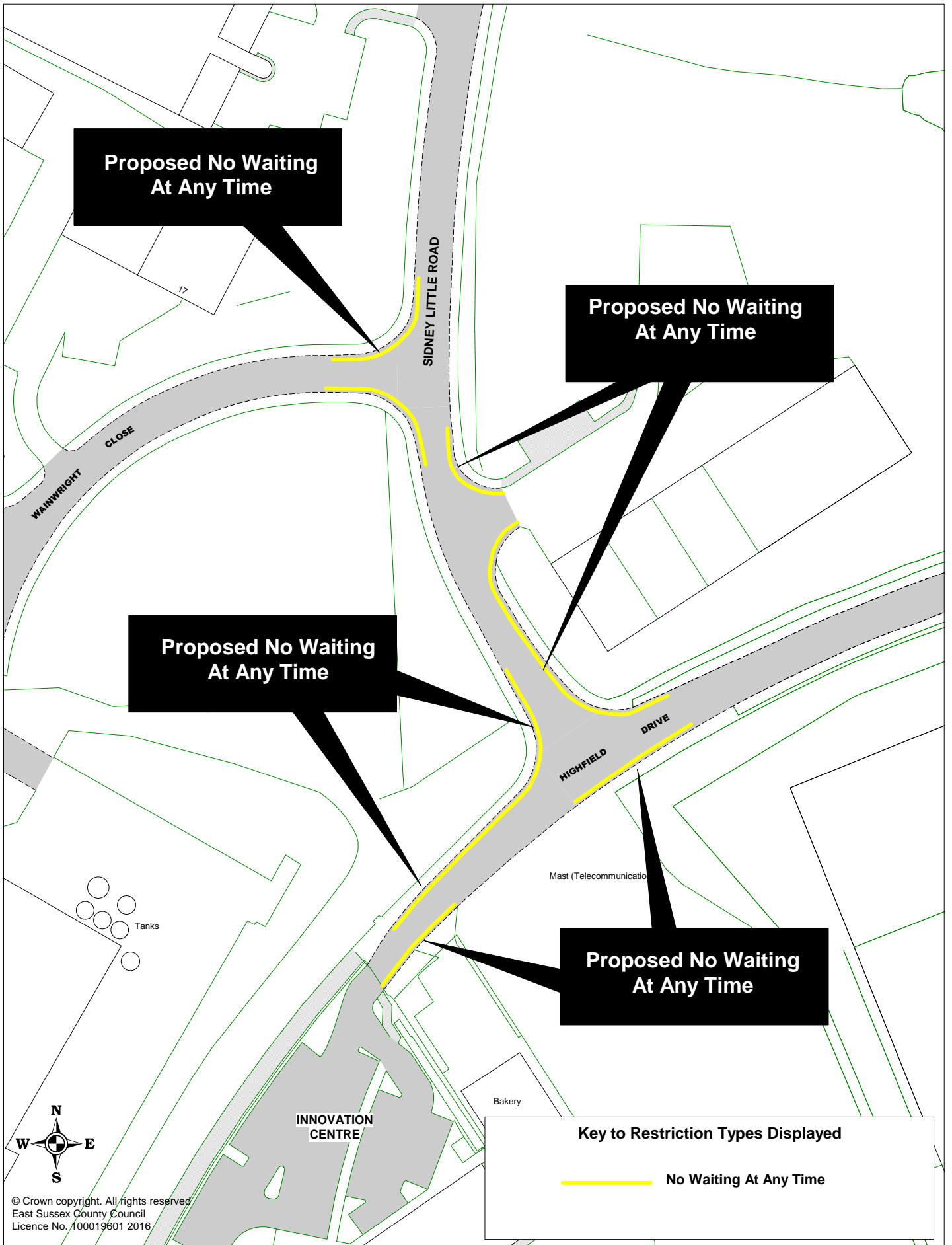
Site 12
High Street, The Bourne

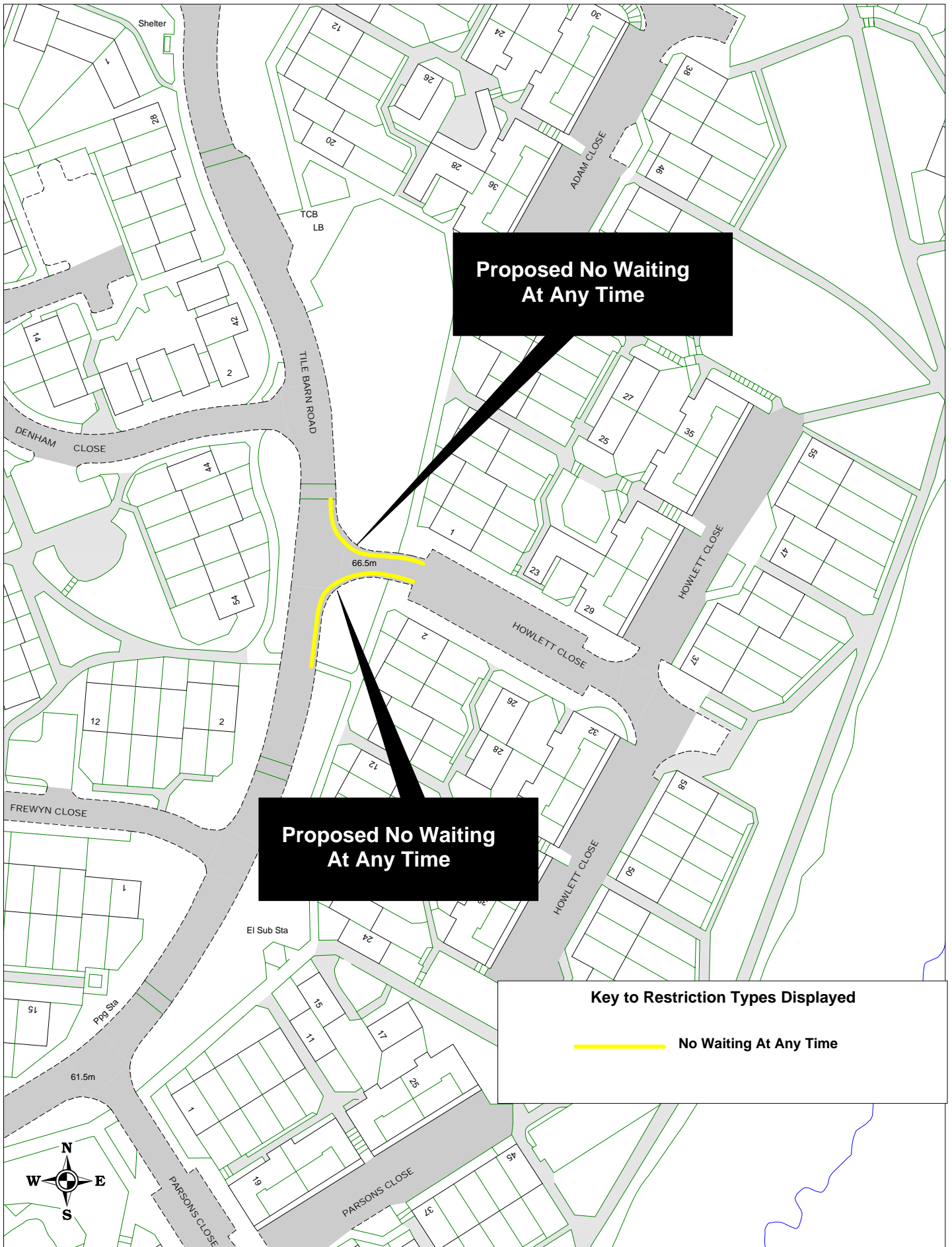
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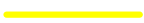




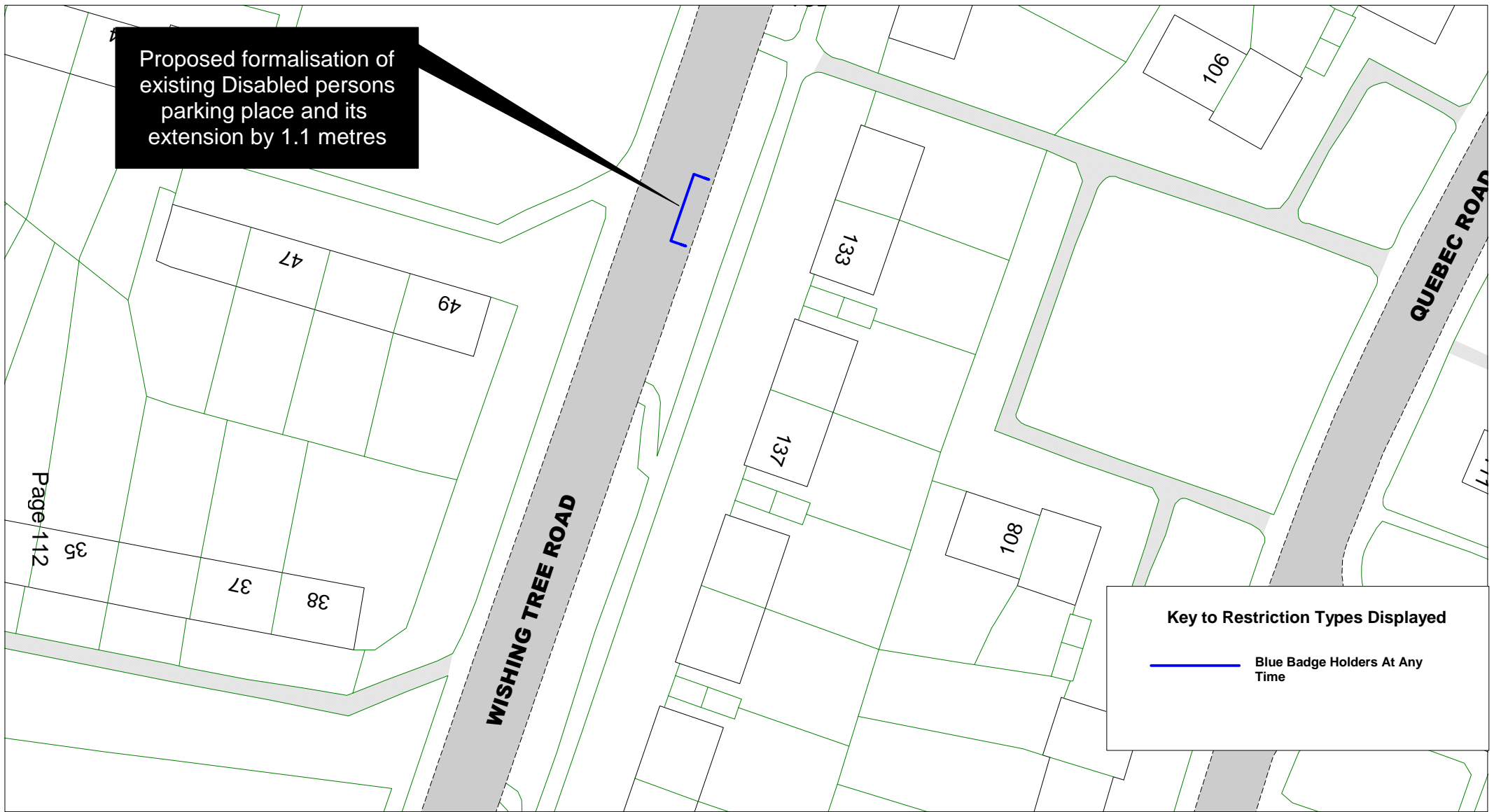
**Proposed No Waiting
At Any Time**

**Proposed No Waiting
At Any Time**

Key to Restriction Types Displayed


 **No Waiting At Any Time**

SCALE	1 : 1000
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Proposed formalisation of existing Disabled persons parking place and its extension by 1.1 metres

Key to Restriction Types Displayed

 Blue Badge Holders At Any Time

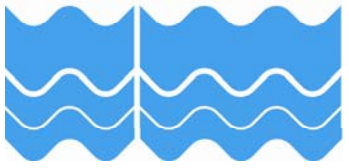
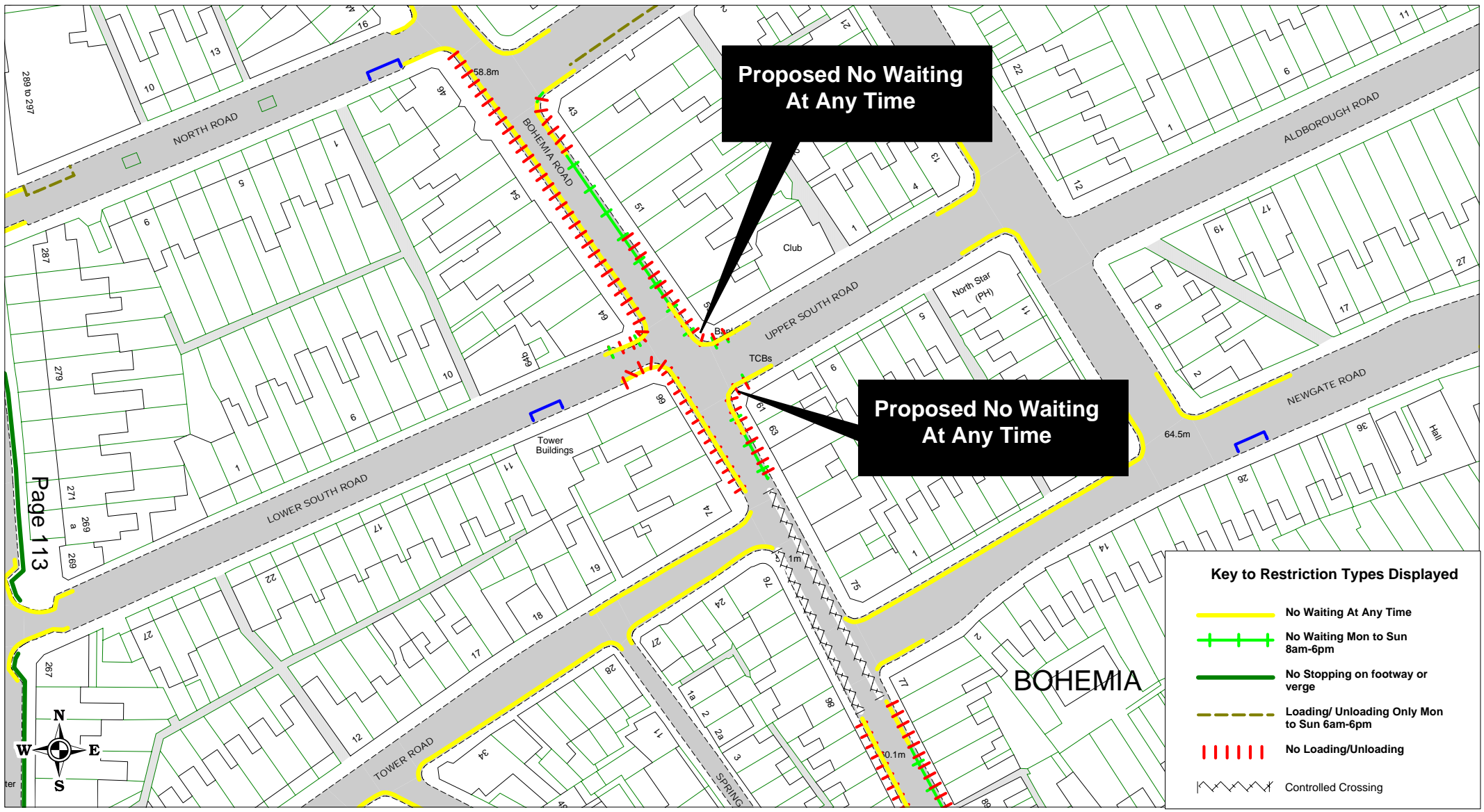
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Site 17
Wishing Tree Road

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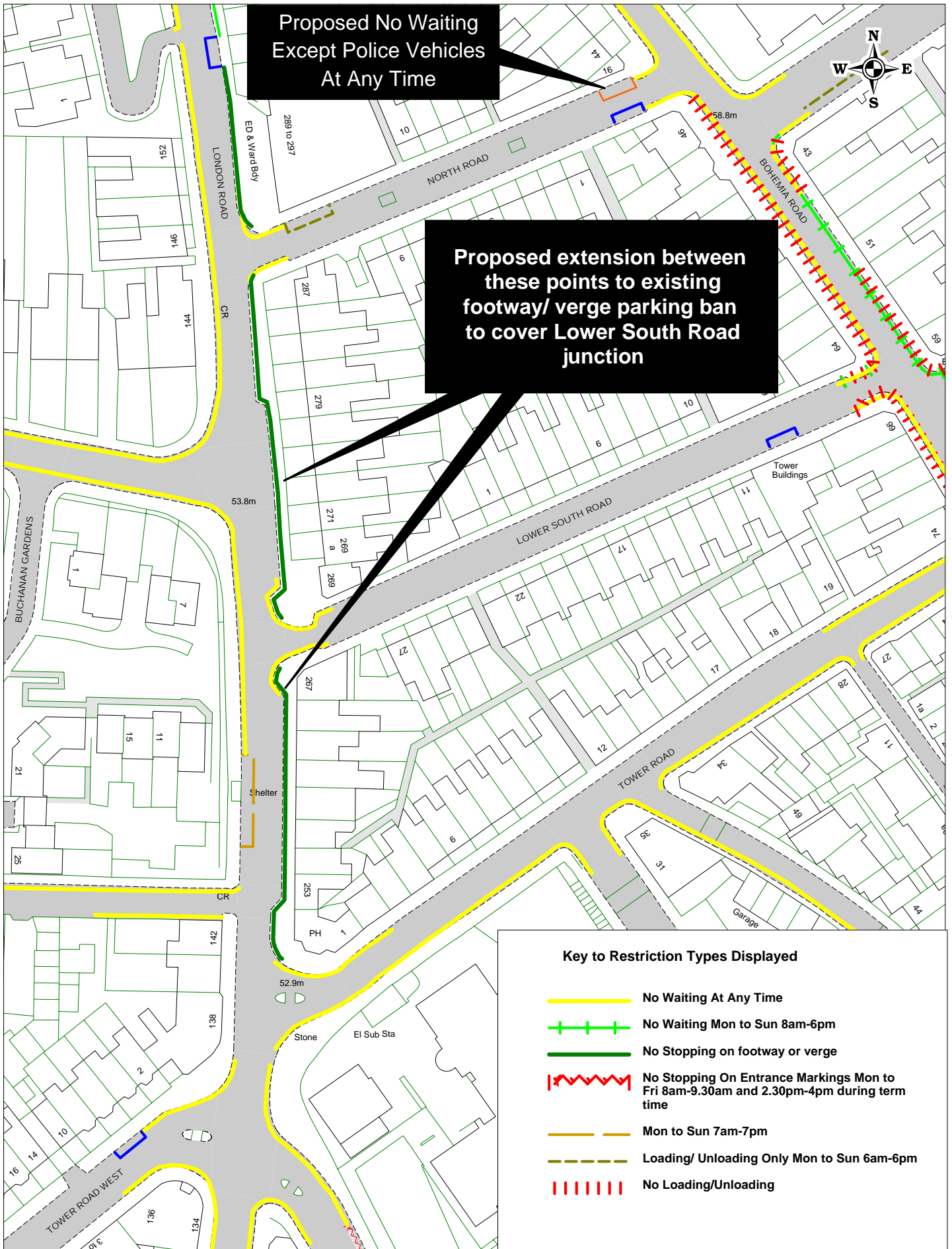


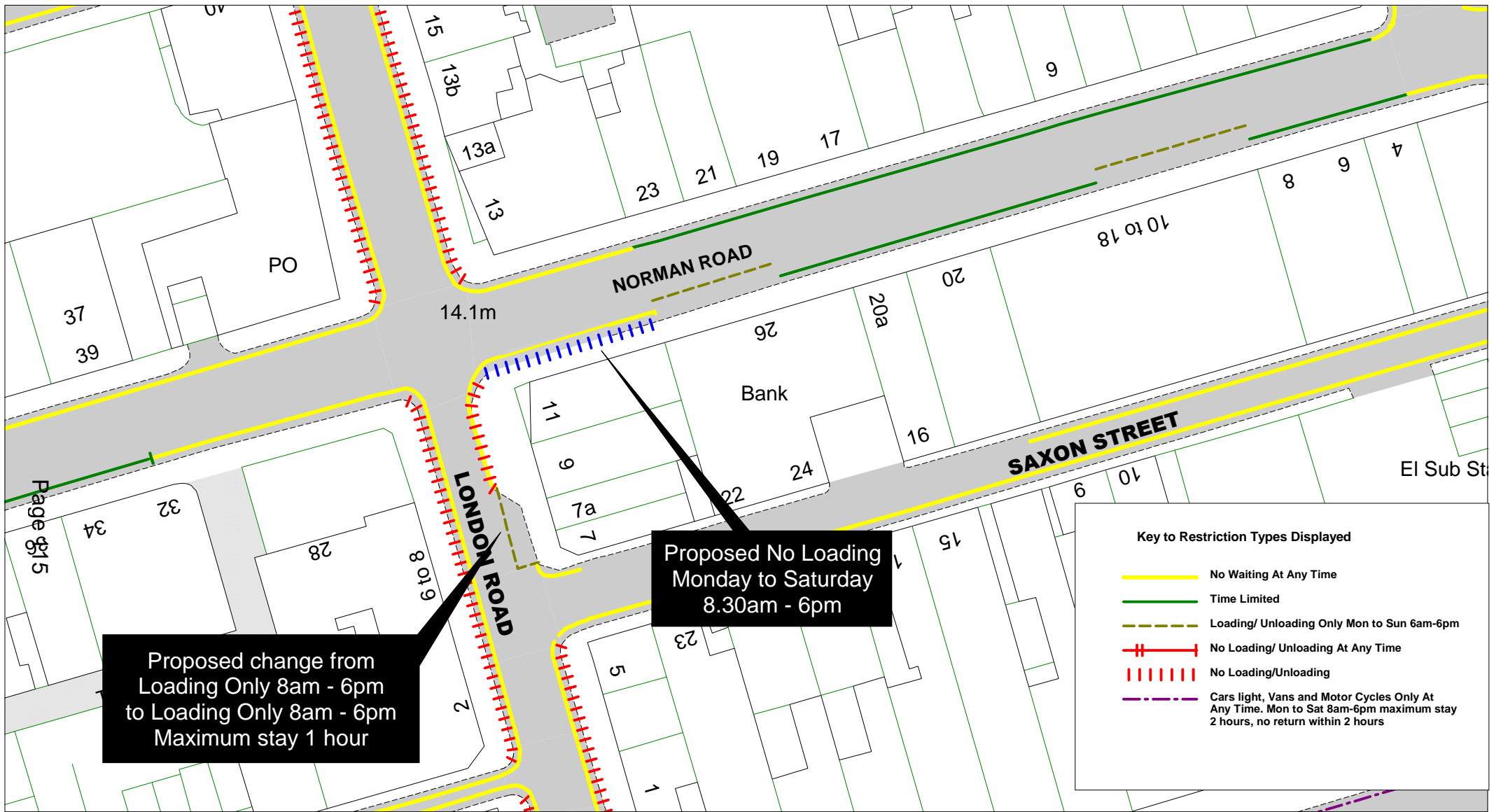
Site 18

Upper South Road & Bohemia Road

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Proposed change from Loading Only 8am - 6pm to Loading Only 8am - 6pm Maximum stay 1 hour

Proposed No Loading Monday to Saturday 8.30am - 6pm

Key to Restriction Types Displayed

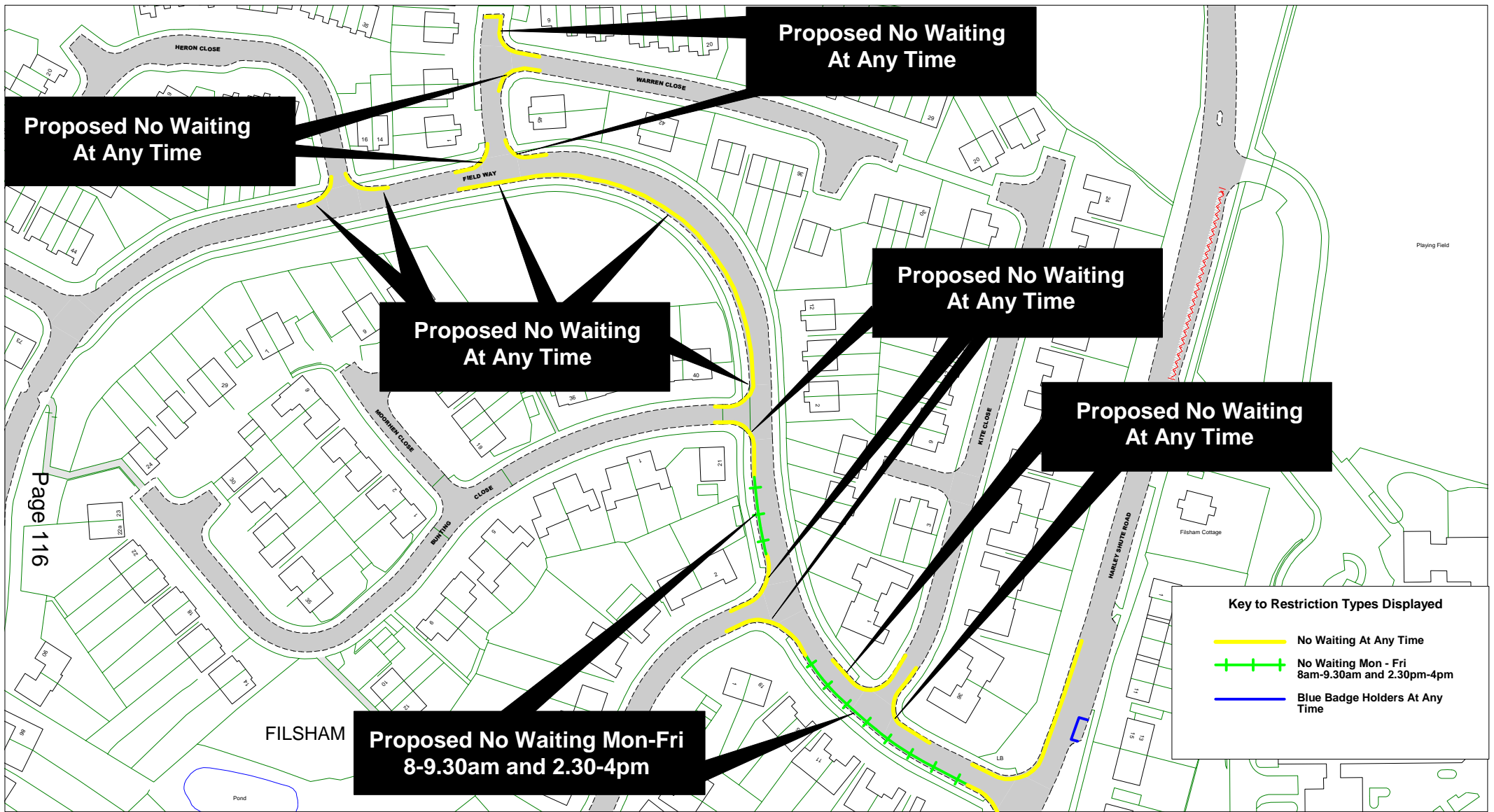
- No Waiting At Any Time
- Time Limited
- Loading/ Unloading Only Mon to Sun 6am-6pm
- No Loading/ Unloading At Any Time
- No Loading/Unloading
- Cars light, Vans and Motor Cycles Only At Any Time. Mon to Sat 8am-6pm maximum stay 2 hours, no return within 2 hours

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County Council

Site 20
London Road, Norman Road

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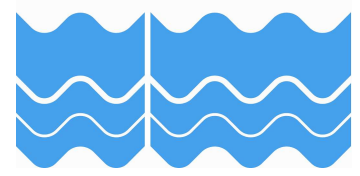
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FILSHAM

Key to Restriction Types Displayed

- No Waiting At Any Time
- + + + No Waiting Mon - Fri 8am-9.30am and 2.30pm-4pm
- Blue Badge Holders At Any Time

East Sussex
County Council

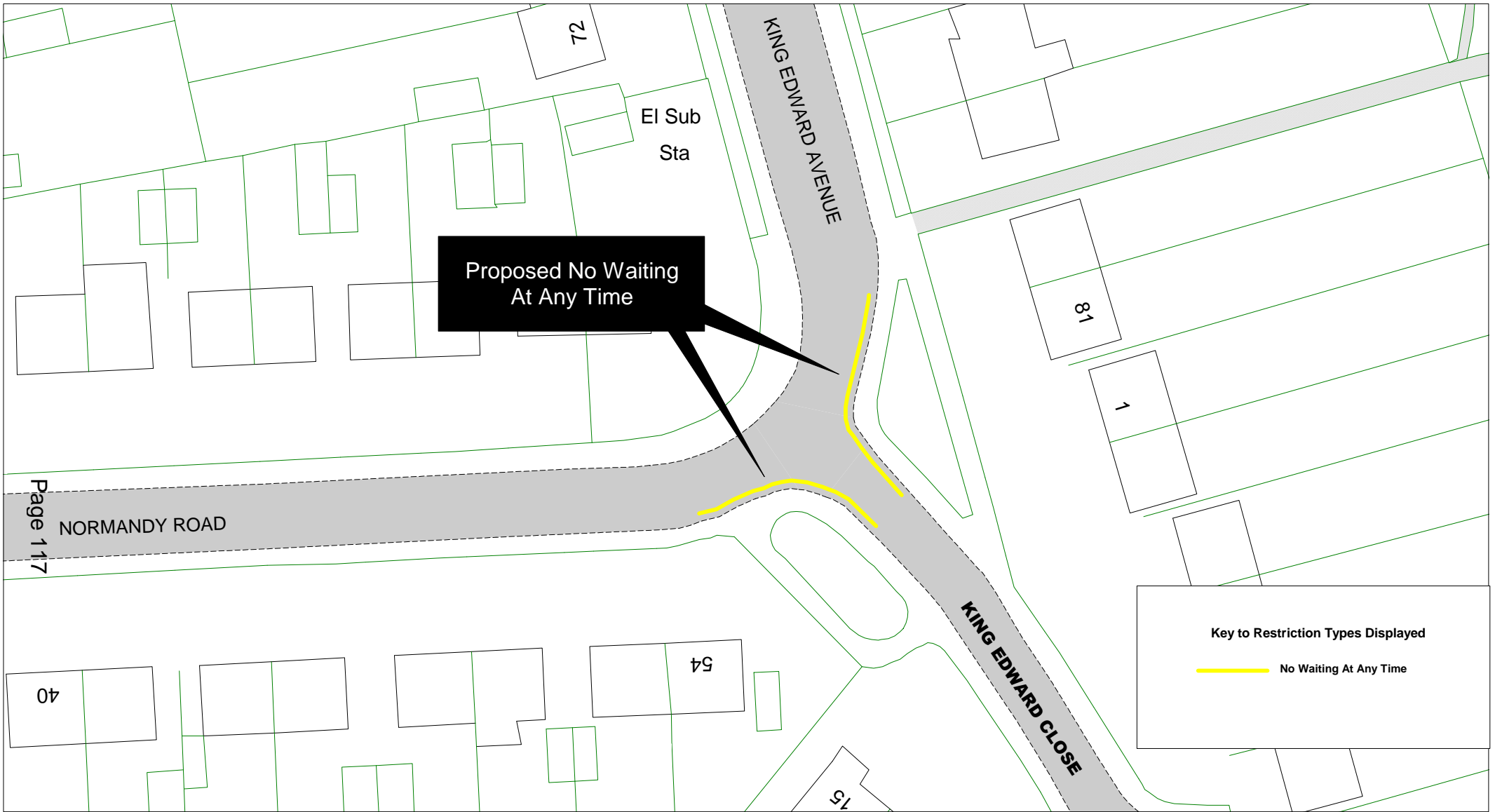


Site 21


Field Way, Kite Close, Reedswood Road, Bunting Close,
Warren Close & Heron Close

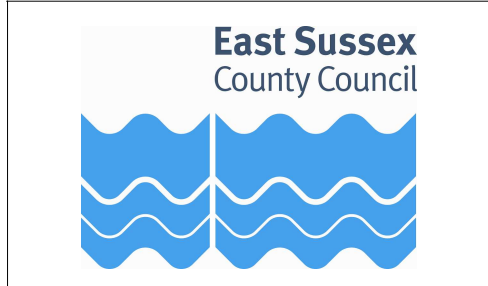
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Key to Restriction Types Displayed

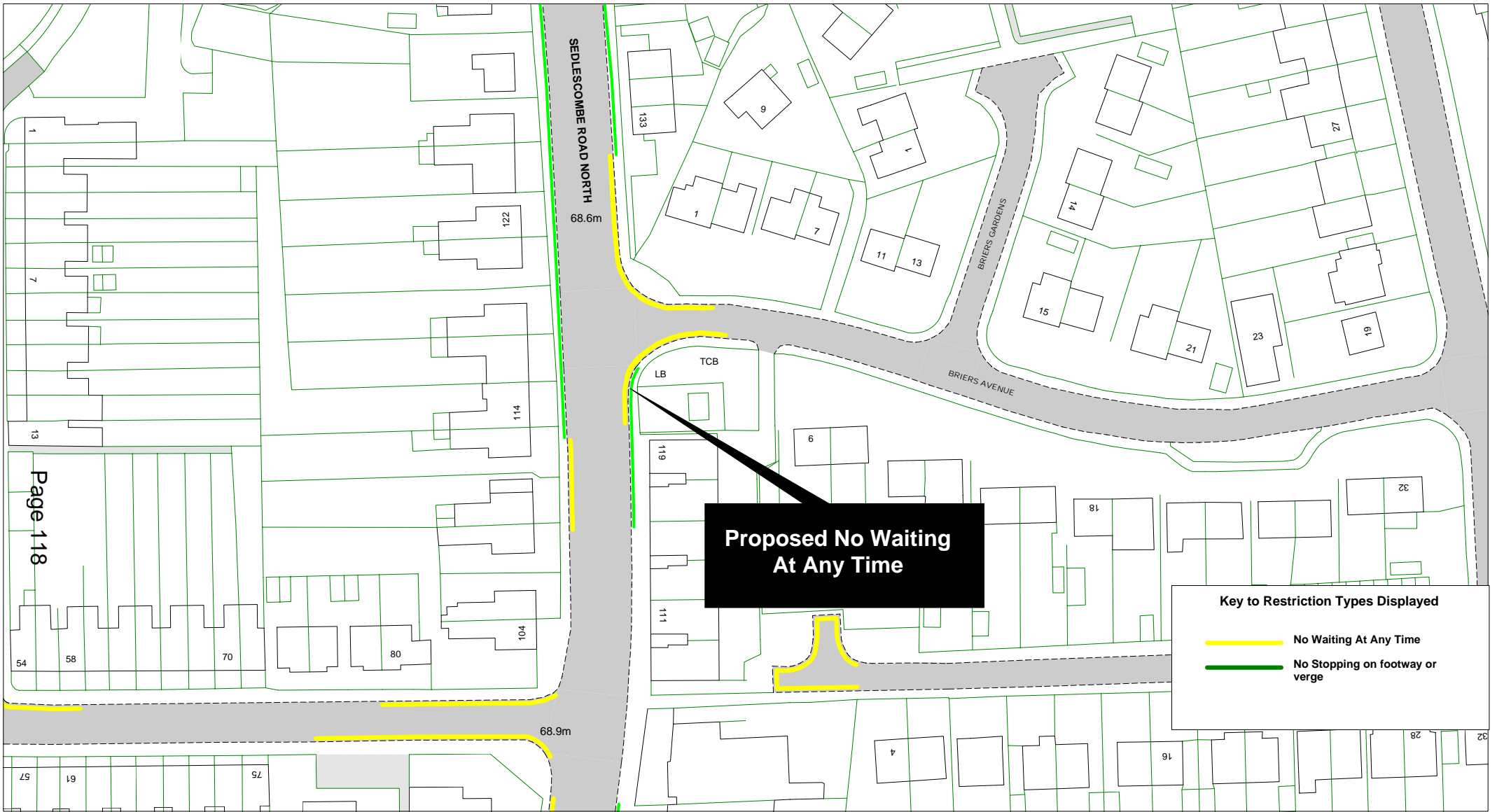
 No Waiting At Any Time



Site 22
King Edward Close, King Edward Avenue
Normandy Road


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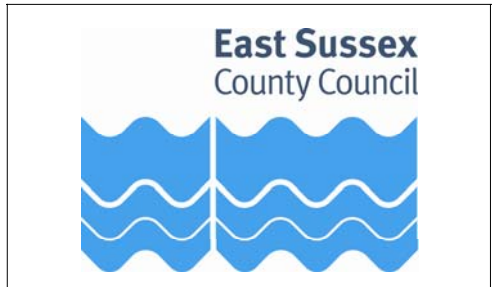


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**Proposed No Waiting
At Any Time**

Key to Restriction Types Displayed

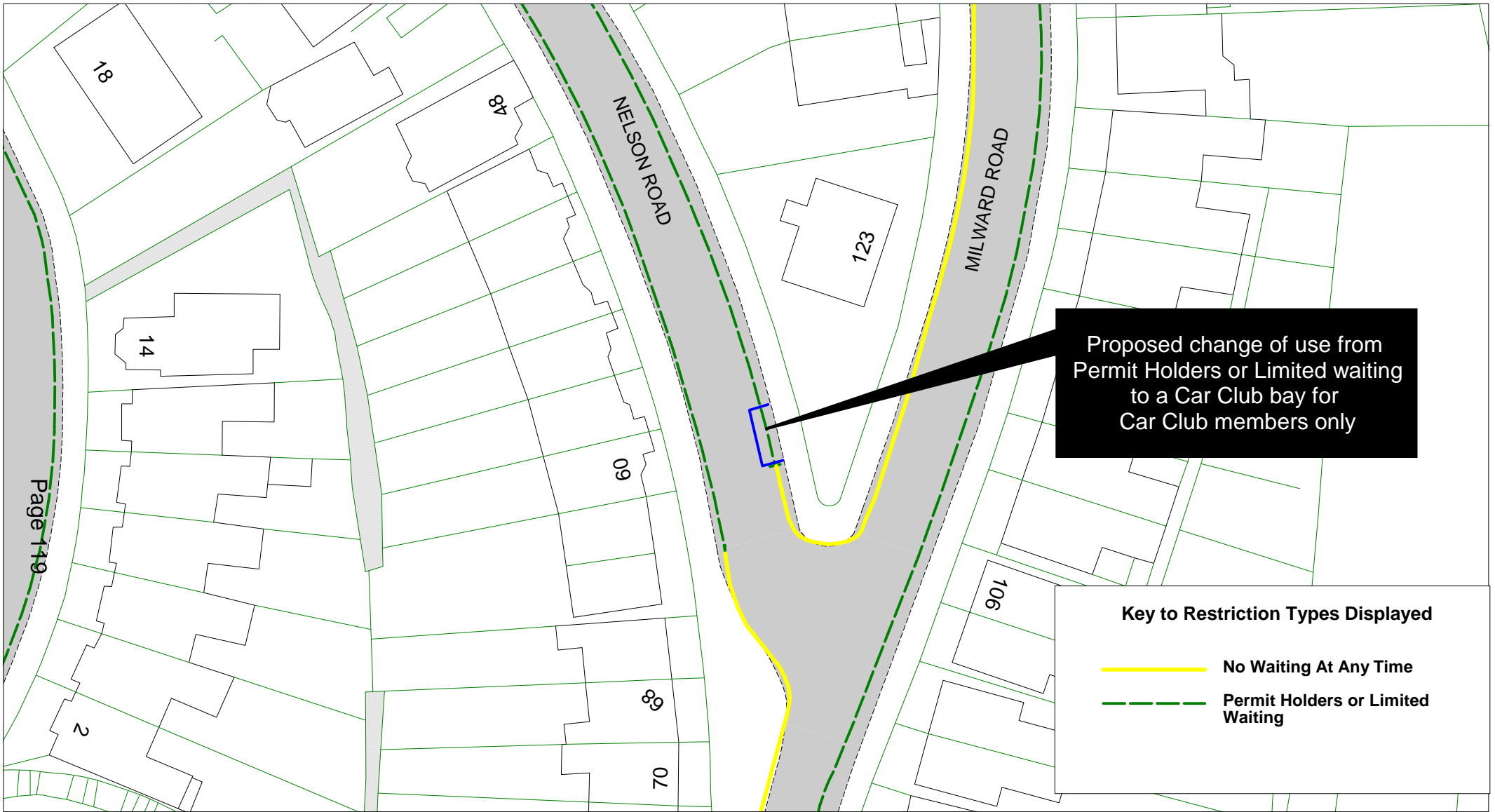
- No Waiting At Any Time
- No Stopping on footway or verge



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Site 23
 Sedlescombe Road North

SCALE	1 : 1000
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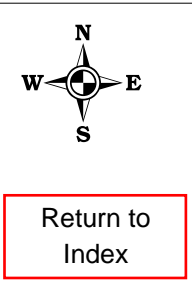
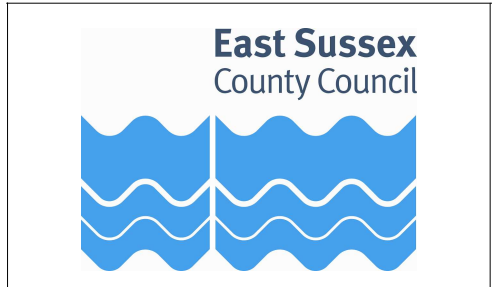


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Proposed change of use from Permit Holders or Limited waiting to a Car Club bay for Car Club members only

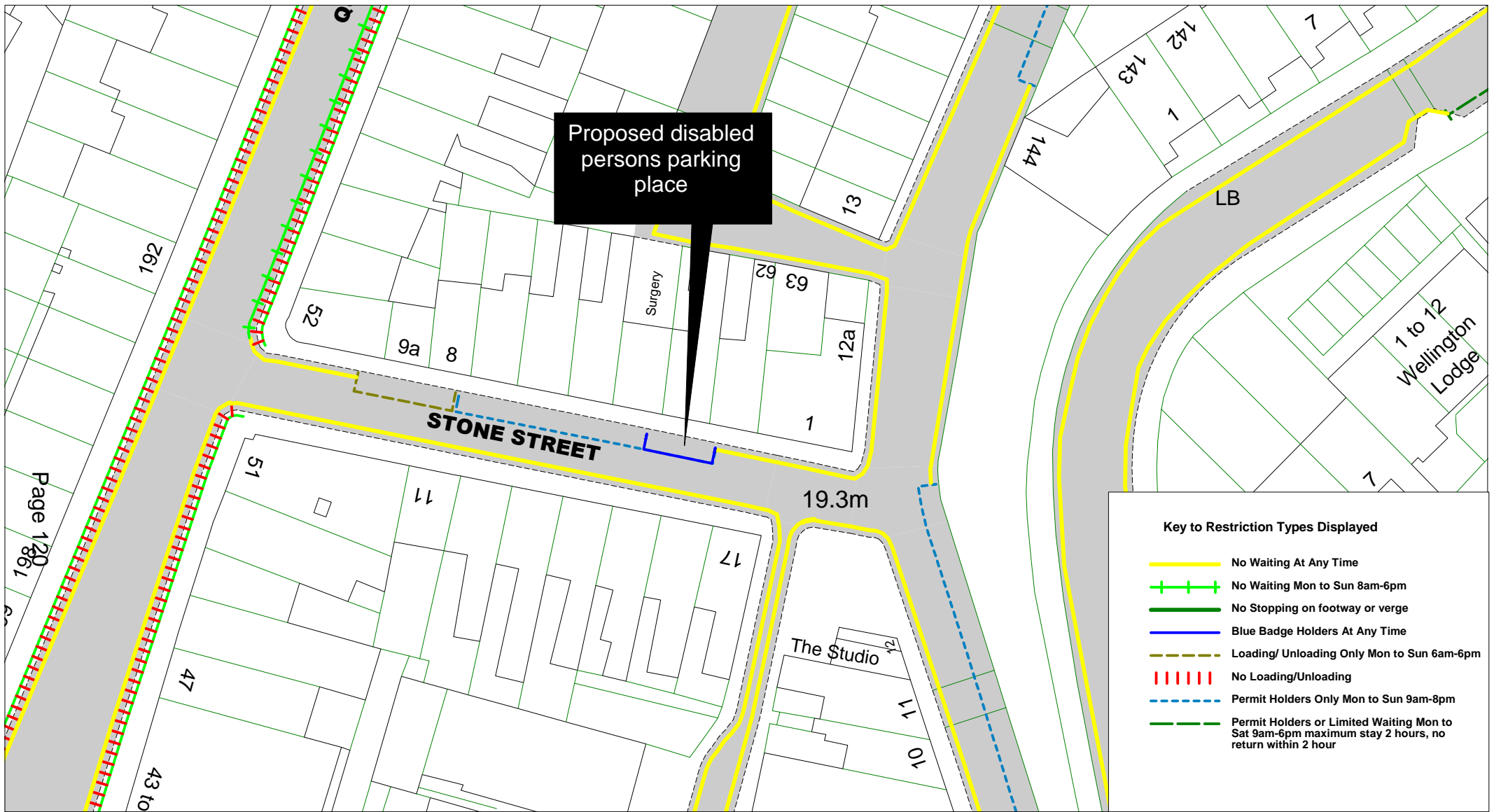
Key to Restriction Types Displayed

- No Waiting At Any Time
- - - Permit Holders or Limited Waiting

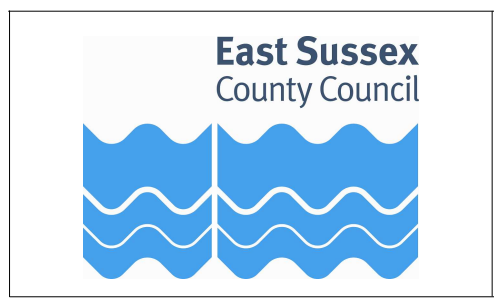


Site 24
Nelson Road

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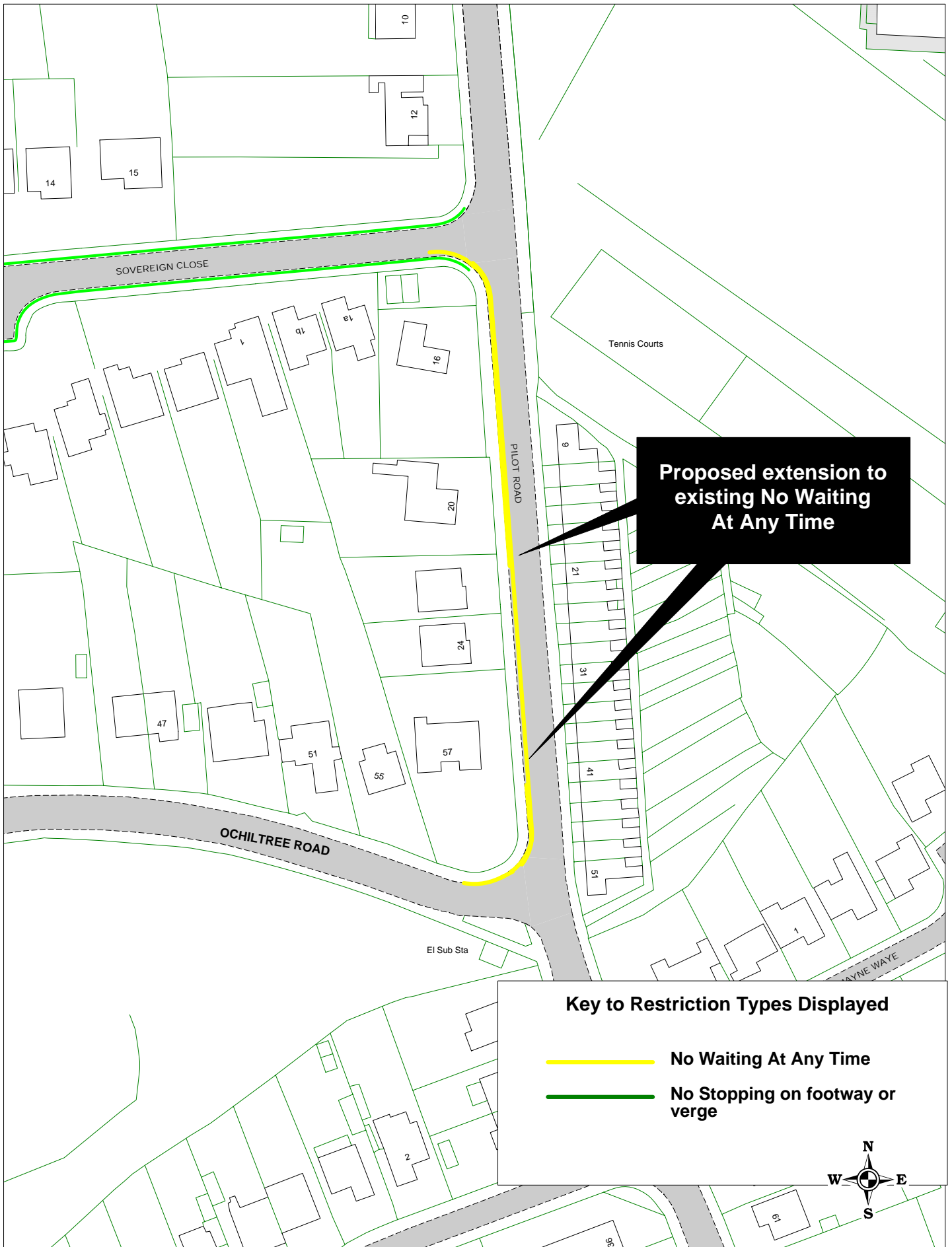
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Site 25
Stone Street

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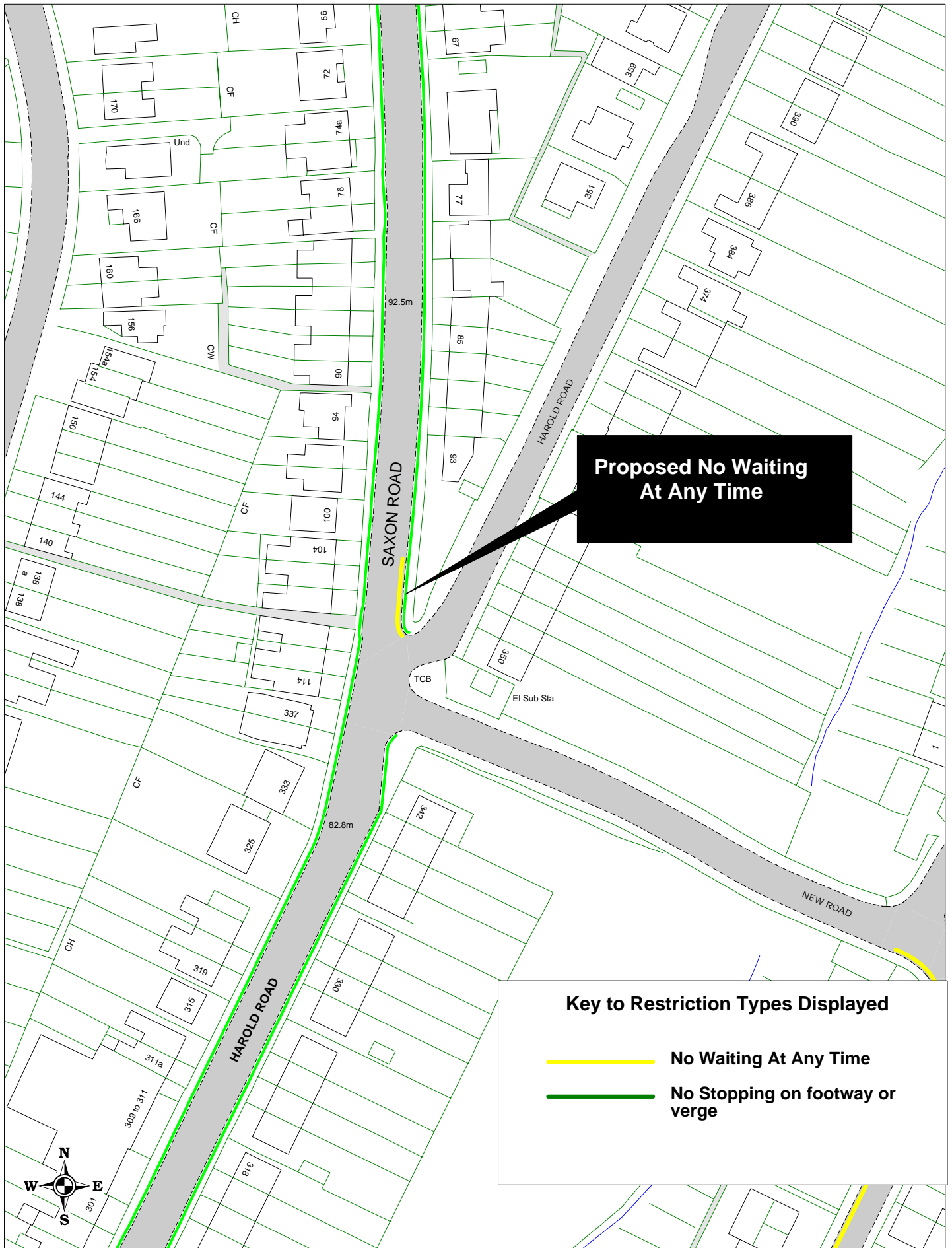
Proposed extension to existing No Waiting At Any Time

Key to Restriction Types Displayed

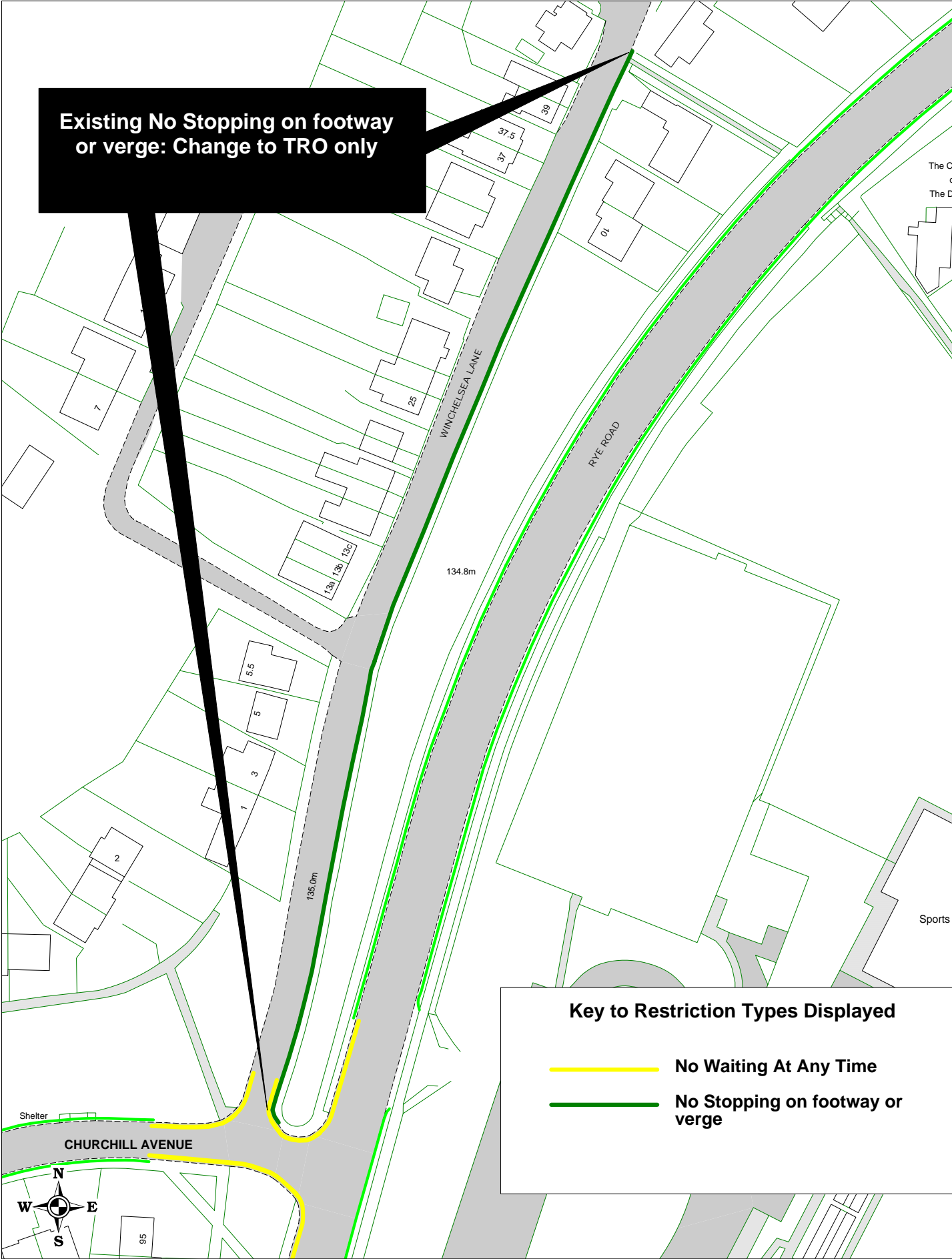
- No Waiting At Any Time**
- No Stopping on footway or verge**



SCALE	1 : 1000
DATE	27/02/2016
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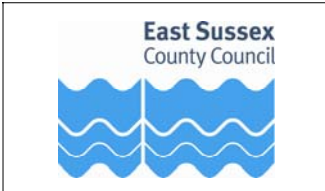


Existing No Stopping on footway or verge: Change to TRO only



Key to Restriction Types Displayed

- No Waiting At Any Time
- No Stopping on footway or verge



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Site 28
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 Winchelsea Lane

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Committee: **Regulatory
Planning Committee**

Date: **20 July 2016**

Report by: **Director of Communities, Economy and Transport**

Proposal: **Flat roofed single storey extension to hall to provide additional storage.**

Site Address: **Westfield School, Main Road, Westfield, TN35 4QE.**

Applicant: **Business Services Department, East Sussex County Council**

Application No. **RR/3308/CC**

Key Issues: **1. Purpose of development
2. Siting & Design**

Contact Officer: **Jeremy Patterson – Tel: 01273 481626**

Local Member: **Councillor Carl Maynard**

SUMMARY OF RECOMMENDATIONS

1. To grant planning permission subject to conditions as indicated in paragraph 8.1 of this report.

CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. The Site and Surroundings

1.1 Westfield School lies within the development boundary of the village on a level site on the east side of the A28 (Main Road) and west side of Workhouse Lane, Westfield. The surrounding area is largely residential with properties adjoining the School site to the south-east. The village is in a rural location within the High Weald Area of Outstanding Natural Beauty (AONB).

1.2 Westfield School shares the site with a Community Hall. The School buildings are in the northern part of the site with the Community Hall just to the south of the buildings at the eastern side of the site facing Workhouse Lane. The hard playground and grassed playing field extend from the School buildings to the south-west. Vehicular access is from Workhouse Lane with pedestrian access also from that road and from Main Road.

2. The Proposal

2.1 The proposal is for a small extension to the southern side of the Community Hall, which would be sited about 3 metres from the boundary hedge to the south. The extension would be located in a recess adjoining an existing store room. A small

plant poly-cover is currently present in this area but would be removed. The proposed extension would be about 6 metres in length and create additional floorspace of about 7.6 square metres. It would stand at 2.5 metres in height below the existing windows of the Community Hall. The extension would be flat-roofed and the external brickwork would match that of the main building. The extension would allow for the storage of tables and chairs used by the School for dining purposes.

3. Site History

3.1 There are two planning permissions of relevance to this proposal: (i) RR/2340/CC, granted in 2005, for the erection of a new single storey extension to the Community Hall for School and community use to provide new kitchen and new dining room, servery and preparation area, toilets, changing rooms, office and store and demolition works; and (ii) RR/3150/CC, which was granted in 2013 for an extension to accommodate 4 new classrooms with internal refurbishment and external works.

4. Consultations and Representations

4.1 Rother District Council raises no objections.

4.2 Westfield Parish Council raises an objection on the basis that the proposed extension has a flat roof and is not in keeping with the architecture of the existing building.

4.3 Representations: One letter has been received from a neighbour who objects on the grounds that there is already noise from the hall and a flat roof could encourage people to climb onto it and injure themselves. The neighbour also notes that people have been told that the hall is nothing to do with the School and so it would not have an educational use.

5. The Development Plan and other policies of relevance to this decision are:

5.1 Rother Local Plan Core Strategy 2014: Policy OSS4 (General Development Considerations).

5.2 National Planning Policy Framework (NPPF) 2012: The NPPF does not change the status of the Development Plan as the starting point for decision making. It constitutes guidance as a material consideration in determining planning applications. At the heart of the NPPF is a presumption in favour of sustainable development and regard should be had to NPPF policies so far as relevant. In this case, paragraph 72 is relevant advising that planning authorities should give great weight to the need to alter schools.

5.3 Policy Statement on Planning for Schools Development 2011:

The policy statement states that the planning system, when dealing with planning applications for state-funded schools should operate positively and there should be a presumption in favour of the development of state-funded schools. The policy statement encourages a collaborative approach to applications, encouraging pre-application discussions and use of planning obligations to help mitigate adverse impacts of developments. Where it is necessary to impose conditions, they should

be necessary in order to make development acceptable and be clearly justified, thereby demonstrably meeting the tests set out in Circular 11/95 (now superseded by Planning Practise Guidance 'Use of Planning Conditions'). The policy statement goes on to indicate that the Secretary of State will be minded to consider refusal of any application for state-funded schools to be unreasonable conduct, unless it is supported by clear and cogent evidence.

6. Considerations

Purpose of development

6.1 The introduction of the schools meals programme has meant that the existing School dining hall within the Community Hall building does not have sufficient space to accommodate both children having school meals and those having packed lunches during the allocated lunch period. Consequently, as well as using the dining hall, the School also uses the adjacent larger amenity hall within the building as an overflow. The amenity hall is jointly used by the School and the Westfield Community Association.

6.2 The School currently stores tables and chairs for school lunches within the dining hall and the built-in stores attached to the amenity hall, although the latter are unlocked and, according to the applicant, the furniture is regularly used by others without permission, which can cause the School some inconvenience. As a result, the School proposes to construct a new lockable store which would allow for the secure storage of the furniture. It would also free up existing storage space at the dining hall for the exclusive storage of PE equipment.

6.3 The School requires additional secure storage space in order to effectively administer its schools meals programme. As such, the proposal accords with the Policy Statement on Planning for Schools Development and the NPPF.

Siting & design

6.4 Policy OSS4 of the Rother Local Plan Core Strategy requires that all development should respect its surroundings and not to unreasonably harm the amenities of adjoining properties.

6.5 The proposed extension represents a modest addition to the south side of the Community Hall, being approximately 6 metres in length, 1.5 metres in width and 2.5 metres in height and would be constructed within an existing recess. It would be flat-roofed so as not to cover the existing windows of the Community Hall, thereby allowing natural light to continue to enter the main building. The proposed brickwork would match that of the Community Hall.

6.6 Although the extension would be about 3 metres from the boundary of the School site, it would be approximately 12 metres from the nearest residential dwelling in Geary Place. A large hedge is present on the boundary of the site and would largely screen the new extension from views from residential properties to the south. Moreover, the proposed external brickwork of the extension would match that of the Community Hall and would not result in any change to the existing arrangement of the windows of the main building along its southern elevation. Any views from residential properties would be slight and it is considered there would be no adverse effect to visual amenity. A neighbour has noted that the hall is noisy but

the proposed extension would not result in any additional noise within the hall, as it would be used for storage purposes only. Indeed, the development of the extension might lessen some noise from the activities in the hall by providing acoustic attenuation between the hall and residential properties to the south.

6.7 The Parish Council has objected to the proposal on the basis that it has a flat roof and is not in keeping with the architecture of the existing building. However, the existing building has no particular architectural merit and the extension would use similar materials to match its design. The extension would also be located within a discrete alcove and would be largely screened from views to the south as a result of it having a flat roof and by a large boundary hedge. The flat roof would enable the existing fenestration on the southern elevation of the Community Hall to be retained, thereby allowing natural light to enter the building, as well as maintaining its design. A neighbour has noted that the flat roof would encourage persons to climb onto it but the extension would be largely concealed from outside the site and it is not considered that it would directly lead to unsocial activities.

6.8 As such, the location of the proposed extension is considered to be appropriate, being placed in a relatively concealed position. Its design and use of materials would complement the existing building and there would be no unacceptable effects to amenity. The development is considered to be acceptable and accords with Policy OSS4 of the Rother Local Plan Core Strategy.

7. Conclusion and reasons for approval

7.1 In accordance with Section 38 of the Planning and Compulsory Purchase Act 2004 the decision on this application should be taken in accordance with the Development Plan unless material considerations indicate otherwise.

7.2 The proposal is for a modest extension to create additional secure storage space for dining furniture to enable the schools meals programme to be properly managed. The location, design and use of materials are appropriate and would have no adverse effect on amenity. Consequently, the proposal complies with Policy OSS4 of the Rother Local Plan Core Strategy 2014, the Policy Statement on Planning for Schools Development 2011 and the National Planning Policy Framework 2012.

7.3 In determining this planning application, the County Council has worked with the applicant in a positive and proactive manner. The Council has also sought views from consultees and neighbours and has considered these in preparing the recommendation. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, and as set out in the Town and Country Planning (Development management Procedure) (England) Order 2015.

7.4 There are no other material considerations and the decision should be taken in accordance with the Development Plan.

8. Recommendation

8.1 To recommend the Planning Committee to grant planning permission subject to the following conditions:-

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the plans listed in the Schedule of Approved Plans.

Reason: For the avoidance of doubt and in the interests of proper planning.

Schedule of Approved Plans

Block Plan 15072-003, Existing & Proposed Extension 15072-106, e16038-001
Proposed Single Storey Extension

RUPERT CLUBB
Director of Communities, Economy and Transport
12 July 2016

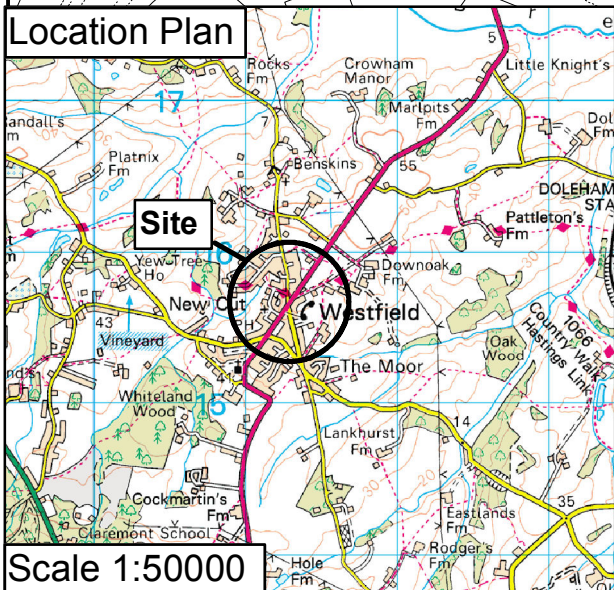
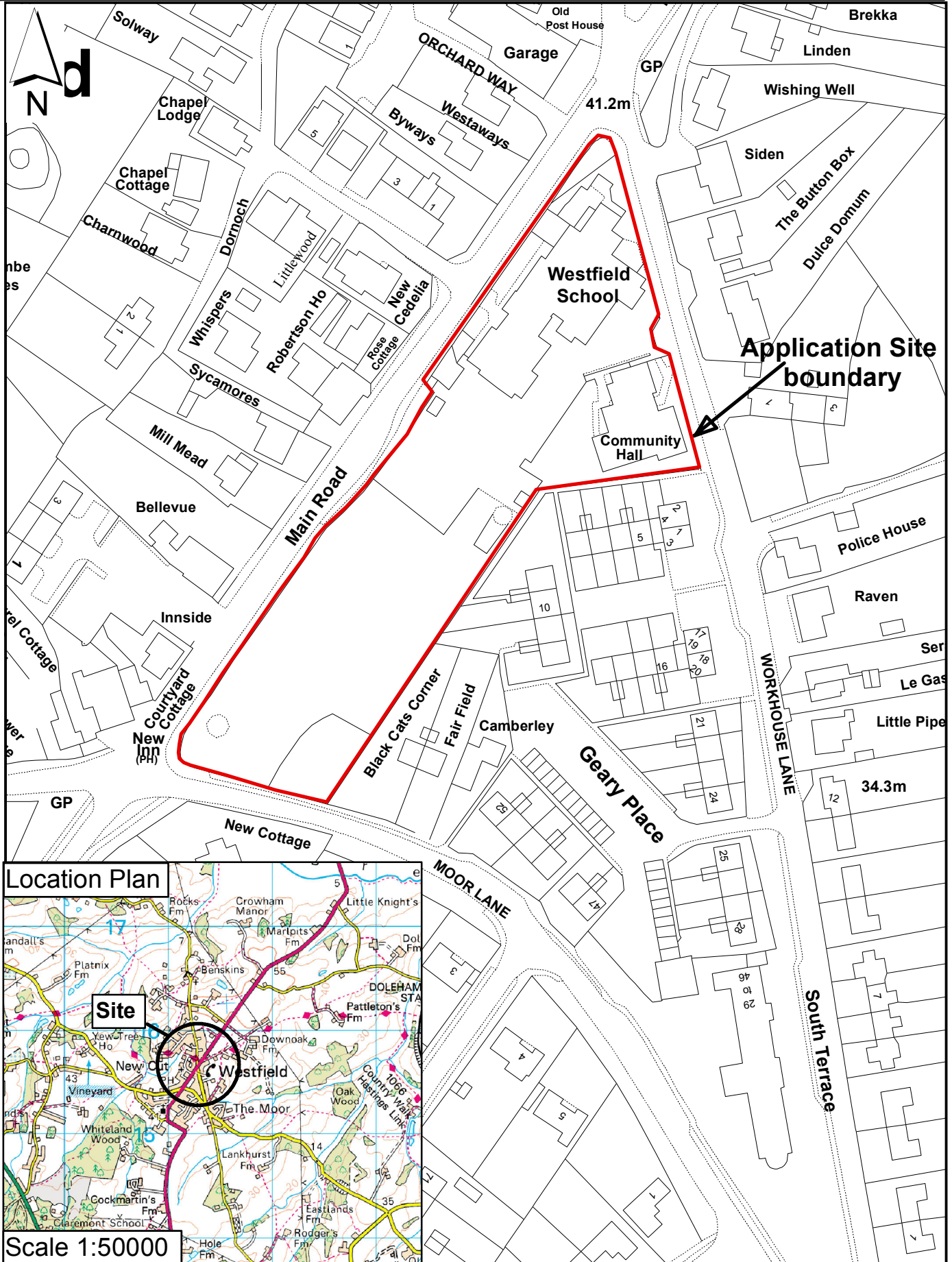
BACKGROUND DOCUMENTS

Application file RR/3308/CC
The Development Plan & NPPF

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RR/3308/CC

Westfield School, Main Road, Westfield



Scale 1:1500

Rupert Clubb BEng (Hons) CEng MICE
 Director of Communities,
 Economy and Transport
 East Sussex County Council

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Committee	Regulatory Planning Committee
Date	20 July 2016
Report by	Director of Communities, Economy and Transport
Subject	Development Management Matters
Purpose	To inform Members about activities undertaken under delegated powers and development management performance for the three months period between 1 April 2016 and 30 June 2016, and, about activities undertaken in accordance with the Site Monitoring Policy
Contact Officer:	Sarah Iles – 01273 481631
Local Members:	All

SUMMARY OF RECOMMENDATIONS

The Committee is recommended to note the report.

CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT

1. Enforcement

1.1 In the period between April and the end of June 2016, there were twenty eight new alleged breaches of planning control. This represents a higher number of cases compared to the same period in previous years. Of the new cases, seventeen were resolved within the last period and six older cases were also resolved. Accordingly, the number of sites being investigated or subject to formal action at the end of June 2016 was twenty three. This represents an increase of five in the number of cases that were outstanding at the end of the previously reported quarter.

1.2 Despite there being an increase in the number of outstanding cases, this still remains an encouragingly low number compared to the numbers in previous years. This is particularly positive given the limited resources available for dealing with enforcement matters and the time consuming nature of certain cases.

1.3 Appendix 1 of this Report provides details of cases resolved and received within the period April to June 2016 together with details of the status of all current cases. Additional details and information on these cases can be obtained from the relevant officers listed at the end of this Report.

2. Site Monitoring

2.1 Site monitoring of all minerals and waste sites is continuing, but has to be accommodated within limited resources and alongside the enforcement service. During the last quarter, seven non-chargeable monitoring visits to sites have been carried out. No chargeable monitoring visits were undertaken during the last quarter.

2.2 Monitoring of the construction work for the Bexhill-Hastings Link Road (BHLR) has continued, despite the carriageway having opened to the public on 17 December 2015. This is because works are still being carried out in relation to the Greenway (although this is now fully open to the public), landscaping and fencing. Furthermore, there are ongoing monitoring

requirements relating to details approved pursuant to conditions, and, the obligations in the S106 Legal Undertaking.

3. Development Control

3.1 The Growth and Infrastructure Act 2013 introduced new measures and consequences in terms of the planning performance of planning authorities. It seeks to target poor performance in relation to the speed and quality of decisions, and focuses on improving planning performance. Where authorities are not adequately performing their planning function of determining relevant planning applications within prescribed timescales, they can be designated as being in “special measures”. Under this provision, the power for determining planning applications will be taken away from local authorities, and applications consequently determined by the Planning Inspectorate. We are required to submit quarterly statistical returns and there are penalties for failing to submit two or more quarters of data and, once applied, the penalties will be reflected in the performance statistics published. Additionally, if an application is not determined within 26 weeks and extensions of time have not been agreed with the applicant, planning authorities have to return the planning application fee to the applicant.

3.2 The Government publishes criteria for determining whether, or not to place local planning authorities in “special measures”. One measure is the average percentage figure for the timely determination of major development applications over two years. The threshold for designation is currently at 50% of applications being determined within a 13 week period, or a timeframe agreed with the applicant. The quality of decisions is measured by the average percentage of major development applications overturned at appeal with a threshold of 20%. The Planning Service has set itself a target of determining 60% of County Matter applications within 13 weeks and we have also set ourselves a local target with regard to County Council development of deciding 75% of applications within 8 weeks.

3.3 The Government has indicated its intention to introduce similar performance measures for non-major (minor) applications and released a Technical Consultation detailing a number of proposed changes to the planning system and framework. These proposals included expanding the approach to planning performance, which suggests a performance target of deciding 60-70% of minor applications (i.e. County Council development) within 8 weeks, assessed over a period of two years. If this is implemented, it will mean that applications relating to County Council development (Regulation 3) will be included in the performance figures measured by the Government in relation to designating local planning authorities as being in “special measures”.

3.4 In terms of performance, for the period April to June 2016 (inclusive) a total of fifteen applications were determined (4 County Matters, 8 County Council, and 3 Non-Material Amendments. 1 planning application was withdrawn). Of the relevant applications, 75% (3 out of 4) of County Matter applications were determined within 13 weeks, which clearly exceeds our target for determining planning applications, and 62.5% (5 out of 8) of County Council applications were determined within 8 weeks, which does fall below the Council’s locally set target, although this is measured in relation to only a very small number of applications determined. The need for some minor applications to be reported to Planning Committee for determination has resulted in there being delays in the determination of applications.

3.5 In terms of the Government measures regarding performance for major applications (in this instance County Matters), the outturn figure for the 24 months ending March 2016 is 90.3% of major applications determined within the relevant timescale, which is well above the current 50% threshold.

3.6 In addition to dealing with planning applications, the Planning Policy and Development Management Team has continued to provide a pre-application advice service to applicants, for both County Matters (often which arise out of enforcement investigations or site monitoring) and County Council development, and, previously, applications within the South

Downs National Park. During the last period only five separate proposals received formal pre-application advice from officers. The pre-application service provided has a number of benefits, including assisting applicants to understand the planning process and how acceptable their proposal is likely to be and, can result in a better proposal or design of a development being negotiated before the formal submission of a planning application. In turn, this can have the added benefit of the application being determined in a more timely manner, as it can avoid the need for amendments being made to the proposal and extensive negotiations with the proponent.

3.7 Finally, it should be noted that the Agency Agreement with the South Downs National Park Authority ended on 31 May 2016. Consequently, all County Matter and County Council planning matters, including enforcement and site monitoring, within the South Downs National Park will no longer be dealt with by the Council.

4. Contact Officers

4.1 Members with any queries about enforcement matters should contact either Sarah Iles (01273 – 481631) or Robert Shapter (01273 – 335218). Members with queries on development management matters (County Matter and Council Development applications) should contact Jeremy Patterson (01273 481626). Members with any queries about site monitoring should contact Sarah Iles.

RUPERT CLUBB
Director of Communities, Economy and Transport
11 July 2016

Local Members: All

BACKGROUND DOCUMENTS

Current Enforcement, Monitoring and Planning Application Files.
MasterGov Database.

TABLE 1 - BREACHES OF PLANNING CONTROL PREVIOUSLY INVESTIGATED AND RESOLVED SINCE APRIL 2016

DATE LPA BECAME AWARE OF BREACH	SITE ADDRESS	NATURE OF CASE	CURRENT POSITION
June 2012	Endeavour Works, Beach Road, Newhaven	Importation and deposit of waste	<p>This site was noticed by officers visiting the area in connection with another matter. A local operator was approached, who admitted being responsible for importing some of the material on the site. A timescale to remove the material was agreed.</p> <p>However, the operator subsequently passed away. The deceased operator's brother took over the site and had been clearing the site and undertook to clear the waste imported to the site. Due to the circumstances surrounding this matter, the time period for the clearance of the site was extended on several occasions.</p> <p>Insufficient progress was made in clearing the site of the waste materials, and given the length of time the matter had been outstanding and taking into account the additional waste materials imported to the site, it was considered appropriate to take formal enforcement action.</p> <p>Consequently, an Enforcement Notice was served on the landowner, and other interested parties, on 2 February 2016. No appeals were made against the Enforcement Notice and it became effective on 4 March 2016. The landowner had until 4 June 2016 to clear the site of the imported waste materials in order to comply with the requirements of the Enforcement Notice.</p> <p>A site visit was carried out after the expiry of the period of time for compliance with the requirements of the Enforcement Notice. It was noted that the waste materials subject to the Enforcement Notice had been removed. Enforcement Notice complied with and breach of planning control resolved. No further enforcement action required.</p> <p><i>Note - This action is separate to the later entry (Sussex Waste Services) in Table 4, however it is the same landowner.</i></p>
May 2014	Brook Lodge Farm, Pottery Lane, Brede	Importation, deposit and processing of waste (hardcore)	<p>A complaint was received that waste materials, comprising hardcore and bricks, were being imported into the site and processed. A site visit was undertaken which confirmed the nature of the complaint. The landowner was contacted, who explained that the hardcore and bricks were generated from his demolition business and some of the hardcore was required to repair the tracks and gateways on the farm, and the remainder was sold. Initially, the landowner agreed to cease the activity on the site and a timescale for the clearance of the site was agreed.</p> <p>However, the site was not cleared within the agreed timescale and the landowner subsequently claimed that the activity had been taking place on the site for so long as to be immune from planning enforcement action. In order to ascertain whether a breach of planning control had actually occurred, the landowners were served with Planning Contravention Notices. The landowner attended a "Time and Place" meeting in connection with the Planning Contravention Notice and also submitted a written response to the Notice (failure to do so is an offence). The landowner contended that the activity had been taking place on the site for many years, certainly in excess of ten years and was therefore immune from planning enforcement action.</p>

			<p>The landowner submitted an application for a Certificate of Lawfulness (RR/770/CMCL), which was subsequently refused under delegated powers on 22 February 2016. The operator stated that he was considering his options, and officers also indicated that there may be merit in having pre-application discussions regarding the submission of a planning application for a small scale operation/use at the site.</p> <p>However, the landowner subsequently decided, for the moment, not to pursue any further applications in respect of this matter and to clear the site of the imported waste. A further site visit was recently undertaken and the site is now clear of the imported waste. Breach of planning control resolved and no further action required.</p>
August 2014	Harbour Primary School, Newhaven	Development not in accordance with approved plans	<p>A complaint was received that the temporary double mobile classroom erected at the site were not in accordance with the approved plans. Site inspections were carried out, which indicated that the classrooms have been constructed in the correct location. An independent survey was also carried out to confirm the situation and the results also indicated that the development has been built in the correct location within the site, although it appears that the timber cladding at the base of the unit is taller than was originally proposed. Notwithstanding this, as the classroom has been installed in the correct location and the overall elevation is in accordance with the planning permission, and is only for a temporary period, it is not considered that any further action is required.</p>
October 2015	Westwood Waste Services, Quarry Road, Newhaven	Importation, deposit, storage and bulking up of waste	<p>A complaint was received that waste materials and end of life vehicles were being imported into and deposited at the site. A joint site visit with an officer from the Environment Agency was undertaken, which confirmed the substance of the complaint. A further joint site meeting with the Environment Agency and the operator was undertaken and discussions held regarding the unauthorised activities at the site.</p> <p>The operator decided not to pursue a planning application in relation to this unauthorised activity and instead to clear the site of the imported waste materials and vacate the site. A timescale for the cessation of the use and the clearance of the site was agreed. A further site visit was undertaken after the expiry of the agreed timescale, which confirmed that the site had been cleared as agreed, and also that the site had been vacated by the operator. Breach of planning control resolved and no further action required.</p>
January 2016	Fir Tree View, Lewes Road, Halland	Unauthorised development	<p>A complaint was received that waste was being imported into the site and deposited. A joint site visit was undertaken with an officer from the Environment Agency, during the course of which a meeting was also held with the landowner. The landowner stated that he had been on the site for twenty three years and felt that he was entitled to do what he wanted on the land. Enquires with Wealden District Council were undertaken and a Planning Contravention Notice was subsequently served on the landowner in order to ascertain the planning status/situation regarding the site and the nature of the activities taking place. Following the service of the Planning Contravention Notice, a "Time and Place" meeting was held with the landowner.</p> <p>Following the Time and Place meeting, the landowner has cleared the site of the imported waste materials. Breach of planning control resolved and no further action required.</p>
March 2016	4 Faversham Road, Eastbourne	Importation, deposit and storage of waste	<p>A complaint was received that waste materials had been imported into the site. A joint site visit with the Environment Agency was undertaken, which confirmed the nature of the complaint.</p> <p>Following a further joint site meeting with the landowner and an officer from the Environment Agency, the landowner decided to clear the site of the waste materials that had been imported into the site. A timescale for this clearance was agreed with the landowner. Following the expiry of that timescale a further site visit was undertaken which found that the site had been cleared of the imported waste materials and restored to its original condition. Breach of</p>

			planning control resolved and no further action required.
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Table 2 - New Breaches Of Planning Control Investigated Since April 2016 And Resolved.

DATE LPA BECAME AWARE OF BREACH	SITE ADDRESS	NATURE OF CASE	CURRENT POSITION
April 2016	Flitteridge Farm, Splaynes Green, Fletching	Breach of Conditions (Signage and depth gauge)	An officer from the Authority undertook a site monitoring visit. During the course of this visit a number of breaches of the conditions attached to the planning permission relating to the site (for the use of a slurry lagoon for the storage of organic liquid waste) were noted. The breaches involved the absence of signage and a missing depth gauge. Contact was made with the landowner's planning agent who requested a small amount of time to rectify these breaches, which was granted. Following the expiry of the agreed timescale a further site visit was undertaken which confirmed that the breaches of condition at the site had been rectified. Breach of planning control resolved and no further enforcement action required. The site will continue to be monitored as part of the Council's Site monitoring policy.
April 2016	Land opposite Manaton Court, Rotunda Road, Eastbourne	Unauthorised development	<p>A complaint was received that works were being undertaken on the proposed new cycle way without planning permission having been granted. The complainant further alleged that there was a risk to nesting birds, particularly a swan that was nesting on the bank of the stream near to where the works had taken place.</p> <p>A site visit was undertaken which found that black PVC fencing had been erected along the route of the proposed cycleway. The nesting swan was on the opposite bank of the stream to where the works had taken place and was directly beneath the car park provided for the residents of Manaton Court.</p> <p>The applicant was contacted, who stated that the works were temporary ecological mitigation works and it was necessary to undertake them before the decision on the planning application was made. The operatives undertaking the works had taken great care not to disturb any nesting birds and were particularly aware of the nesting swan on the opposite bank of the stream, which had not been affected by these works</p> <p>These works were not considered to constitute development, were temporary in their nature (2 months), and had to be carried out prior to the construction of the proposed cycleway. No breach of planning control and no further action required.</p> <p><i>Note: Planning permission for the cycleway (EB/3304/CC) was granted by Planning Committee on 18 May 2016.</i></p>
April 2016	ReloUK , International House, Wartling Road, Pevensy	Importation and deposit of waste.	<p>A complaint was received that waste material, comprising hardcore, was being imported into and deposited at the site. A joint site visit was undertaken with an officer from the Environment Agency and during the course of that visit a site meeting was held with the site operator. The operator explained that the company is an international shipping/removal company which involves the regular use of large articulated vehicles. The original surface of the yard was in extremely poor condition which meant that the vehicles attending the yard to transfer customer's property were frequently getting stuck in the surface and were having to be towed out. To alleviate this problem, the operator had imported hardcore to improve the surface condition.</p> <p>It is not considered that this activity constitutes a waste disposal operation and the operator has been advised to</p>

			<p>seek the advice of Wealden District Council, as the relevant planning authority, as to whether planning permission is required to regularise the works that have been undertaken.</p> <p>No breach of planning control insofar as this Authority as Waste Planning Authority is concerned and no further action required.</p>
April 2016	Michelham Farm, Michelham Priory Road, Upper Dicker	Importation and deposit of waste	<p>A complaint was received that waste materials were being imported into and deposited on the farm. A joint site visit was undertaken with an officer from Wealden District Council and, during the course of that visit, a chance site meeting was held with the landowner. The landowner explained that all the waste seen on the site was waste that had been generated from within the farm holding and had not been imported into the site from elsewhere. An examination of the waste on the site supported what the landowner had said.</p> <p>As the waste has been generated from within the site there is no breach of planning control for this Authority, as Waste Planning Authority, and no further action is required.</p>
April 2016	Pilmer Road, Crowborough	Importation and deposit of waste	<p>A complaint was received that waste materials, comprising hardcore, had been imported into and deposited at the site. A site visit was undertaken which confirmed the substance of the complaint.</p> <p>Contact was made with the landowner who explained that this hardcore was needed for the repair/maintenance of the extensive tracks within his wood (the deposit site is within the wood).</p> <p>This activity is considered to be Permitted Development under the Town & Country Planning (General Permitted Development) Order 2015 and therefore there is no breach of planning control. No further enforcement action required.</p>
April 2016	Old Barn Farm, Arlington Road West, Upper Dicker	Importation and deposit of waste	<p>A complaint was received that waste materials, comprising chalk and soils, were being imported into the site and deposited. A visit was undertaken to the site which confirmed the substance of the complaint.</p> <p>Research of the Planning Register at Wealden District Council revealed that this activity has the benefit of planning permission granted by that authority (for a new road and turning area). The works seen during the site visit were in accordance with that planning permission. No breach of planning control and no further action required.</p>
May 2016	Lower Jacobs Farm, Brede Lane, Sedlescombe	Importation and deposit of waste	<p>A complaint was received that large waste vehicles were utilising the narrow lane to import and deposit waste. The complainant could not identify the location where the waste was being deposited. An officer undertook monitoring of the lane and followed a tipper lorry into this particular site where it then deposited its load of soil.</p> <p>Discussions were held with the landowner, who explained that the soils were necessary in order to assist with the repair to damage caused by a large water main which had burst. The water main is two feet in diameter and is the main water feed to the Brede pumping station from the Darwell Reservoir. The burst caused significant damage to the surrounding land due to the high water pressure. Once the water main has been repaired the land will be restored for the benefit of agriculture utilising the imported soils.</p> <p>These works are considered to be permitted development. No breach of planning control and no further action required.</p>

May 2016	PJG Skips ,Unit 2, Bowlings Corner, Marley Lane, Battle	Unauthorised importation and deposit of waste	<p>Officers undertook a visit to the site to check whether waste was being imported into the site following the operator's vacation of another location. Waste was found to be stored in skips on vehicles on this site and discussions were held with the operator. The operator stated that he currently takes his waste directly into an authorised waste transfer station, but the waste transfer station ceases to accept waste after 4pm each day, which meant that waste that is collected during the late afternoon by the operator cannot be disposed of until the next working day. The storage of waste on vehicles at this site overnight is a regular occurrence and requires planning permission.</p> <p>The operator reviewed his operational practices and decided to clear the site of the imported waste and limit his collection operation to before the 4pm deadline for taking waste to the waste transfer station. In doing this, it will no longer be necessary to bring waste on to the site for overnight storage. Breach of planning control resolved and no further action required.</p>
May 2016	West Rise Junior School, Chaffinch Road, Eastbourne	Breach of Conditions (parking)	<p>A complaint was received that school staff members were using local roads to park whilst they attended the School, despite having a new staff car park built on the site.</p> <p>This is not considered to be a breach of planning control because the locations being used were not within the School site, and therefore parking on the public road could not be subject of the conditions attached to the planning permission for the School. However, discussions were held with the School's Business Manager who stated that she had reminded staff to use the staff car park, but this again could not be enforced by the school. The Business Manager agreed to remind staff again.</p> <p>No breach of planning control and no further action required.</p>
May 2016	Former Goods Yard, Western Road, Crowborough	Importation and deposit of waste	<p>The site has previously been the subject of formal enforcement action whereby two Enforcement Notices were served concerning the importation, deposit and storage of waste on the site. Since that action was taken officers have maintained casual monitoring of the site to ensure that the site remains in compliance with the requirements of the Enforcement Notices.</p> <p>Recently a site visit was undertaken and it was noted that there was some waste in skips on the site. It was clear that the site, which had been vacant for a considerable period of time, was in the process of being occupied again. Contact was made with the new tenants of the site who explained that the waste seen by the attending officer had been cleared out of the building on the site and was actually in the process of being removed by an authorised operator. No breach of planning control of the extant Enforcement Notices and no further action required.</p>
May 2016	Boggy Wood, Broad Farm, Hellingly	Importation and deposit of waste	<p>A complaint was received by the Environment Agency that various activities including the importation and deposit of waste, forestry activities and storage of plant and machinery were taking place at the site and a site visit was arranged with the landowner. Subsequent to that, in order to identify the various issues and steps needed to rectify them, a further site meeting was undertaken which included the landowner and the various operators concerned in the site, the Environment Agency and officers from this Authority and Wealden District Council.</p> <p>During the course of this site meeting all the various planning issues were identified as being matters for Wealden District Council to deal with and that Authority has now taken over this matter. No further action is required by this Authority.</p>
May 2016	Hall Court Farm, Firle Road, Lewes	Importation and deposit of waste	<p>A complaint was received that waste materials, comprising end of life vehicles, were being imported into and broken up at the site. A site visit was undertaken and there was no evidence found that would support the complaint.</p>

			No breach of planning control identified and no further action required.
May 2016	Woodyard, Marl pits Lane, Ninfield	Importation and deposit of waste	<p>A complaint was received that waste materials were being imported and graded out over the site. A further part of the complaint was that trees were being felled.</p> <p>A site visit was undertaken which confirmed that some hardcore had been imported into the site to raise the land level and to make the ground more firm, and a small quantity of this hardcore had slipped down a steep slope into the wood. It was also noted that some trees had been cut down. A site meeting was arranged with the operator, who explained that he was running a tree surgery/landscaping business from the site and he also manages the landowner's woodland.</p> <p>The operator was advised to seek the advice of the planning department of Rother District Council to ascertain whether planning permission was required for this activity in the location. The operator indicated that he was willing to remove the small quantity of hardcore that has slipped down the slope.</p> <p>The trees in the area are not covered by any Tree Preservation Orders and the operator stated that they needed to be removed as they were dying. Following this site meeting with the operator, the same information was also supplied to the landowner who stated that he would take up the planning issues with Rother District Council.</p> <p>No breach of planning control for this Authority as Waste Planning Authority, and no further action required.</p>
May 2016	Messens Farm, Potmans Lane, Ninfield	Breach of Conditions (Use of manège)	<p>A complaint was received that a professional livery was being run from the site, which could result in a breach of condition attached to WD/689/CM, which limits the use of the manege to private equestrian use.</p> <p>The complainant stated that this commercial livery was being advertised on a web site. The web site was checked, which confirmed there was an advert displayed for a commercial livery. Several attempts to contact the telephone number shown on the advertisement have proved unsuccessful as the number is either out of service or unobtainable.</p> <p>The website that the advert has been placed on is a free, open to anyone to advertise service and it is strongly believed that this advertisement was placed a long time ago and has just not been deleted. The site is now in new ownership and there is no evidence of any commercial livery actually being run from the site.</p> <p>No breach of planning control identified and no further enforcement action required. However, the site will be monitored on an ad hoc basis to ensure compliance with the conditions attached to the planning permission.</p>
May 2016	CJS Construction, North Yard, Pennybridge Lane, Mayfield	Breach of Condition (Storage of materials)	<p>A site monitoring visit was undertaken and, during the course of that visit, it was noted that waste materials were being stored on the site not in the areas approved under the planning permission for the site (WD/672/CM).</p> <p>Discussions were held with the operator and a timescale agreed for the site to be returned to compliance with the planning conditions. A further site visit was carried out after the expiry of the agreed timescale, which confirmed that the site was back in compliance with the conditions attached to the planning permission.</p> <p>Breach of planning control resolved and no further action required. The site will continue to be monitored as part of the Council's Site Monitoring policy.</p>

May 2016	Cavendish School, Eldon Road, Eastbourne	Breach of Condition (Works to the boundary)	<p>Planning permission (EB/3238/CC) for a new primary school and works to the School playing fields was granted by Planning Committee in June 2015.</p> <p>A complaint was received about works being undertaken to a boundary wall without a Party Wall Agreement being in place. The conditions attached to the planning permission were checked, which confirmed that there are no conditions relating to the wall, or restrictions as to works on the boundary of the site.</p> <p>No breach of planning control and this matter is considered to be a civil matter between the complainant and the contractor. No further action required by this Authority as the County Planning Authority.</p>
June 2016	Burnt Oak Farm, Back Lane, Waldron	Importation and deposit of waste	<p>A complaint was received that waste materials, comprising soils, were being imported into the site and stockpiled. An initial site visit and meeting was held with the Landowner and operator, who explained that the purpose of the importation of the soils was in order to reduce a very steep gradient on the site.</p> <p>This was considered to be an engineering operation and not a waste disposal operation and was therefore passed to Wealden District Council for their information/action as they deem appropriate.</p> <p>No breach of planning control insofar as this Authority is concerned and no further action required.</p>

Table 3 - New Breaches Of Planning Control Investigated Since April 2016 And Unresolved.

DATE LPA BECAME AWARE OF BREACH	SITE ADDRESS	NATURE OF CASE	CURRENT POSITION
April 2016	Cooks Corner Farm, Crowborough	Unauthorised importation and deposit of waste	<p>A complaint was received that waste materials, comprising soils, were being imported into and deposited at the site. A site visit confirmed the substance of the complaint.</p> <p>Contact was made with the landowner, who explained that the soils had originated from an authorised development at her own residence a short distance away from the site and the intention was to grade the materials out across the site to level the uneven areas of the field. The waste materials that have been deposited on the field are not considered to be suitable for the use intended and the landowner has been requested to remove the imported waste materials from the site. A timescale for the removal of the waste has been agreed and the site will be monitored to ensure that the imported waste material is removed.</p>
May 2016	Greenacre Recycling, Titan Marine, Newhaven	Breach of Condition (Roller shutter doors)	<p>A complaint was received that the roller shutter doors of the building were open during the permitted hours of operation, which is a breach of Condition 5 of the planning permission for the site (LW/767/CM). A site visit was undertaken and during this site visit it was noted that the doors referred to were open during operations. Discussions were held with the operator, who stated that the doors are open very frequently in order to allow vehicles to access the building to deposit waste and then remove it to the yard once it has been sorted within the building.</p> <p>The site is currently being monitored to identify if a substantive breach of planning control is occurring.</p>
May 2016	James Waste Management ,	Breach of Conditions (Noise and dust)	<p>A complaint was received that noise, dust and vibration were being caused by the operations at the site. Dust and noise are controlled by conditions attached to the planning permission for the site (LW/711/CM), however vibration is</p>

	Cradle Hill, Seaford		<p>not. A site visit was undertaken and at the time of the site visit there did not appear to be any breach of the conditions relating to noise and dust.</p> <p>Discussions were held with the operator who indicated that he was not aware of the planning conditions as he had only just taken over the site. The operator indicated that it was his intention to submit a new planning application for the site which he hoped would address noise/dust issues by totally enclosing the operation within a building. A site meeting is in the process of being arranged for pre application discussions to take place.</p> <p>A copy of the current Decision Notice containing the various conditions relating to the site has been provided to the operator and the site will continue to be monitored in accordance with the Council's Site Monitoring Policy.</p>
May 2016	Upper Lodge Farm, The Broyle, Ringmer	Unauthorised importation and deposit of waste	<p>A complaint was received that waste, comprising hardcore, scrap metals and other materials, were being imported into this site and deposited. A joint site visit was undertaken with an officer from Lewes District Council which confirmed the substance of the complaint.</p> <p>Discussions were held with the operator during the course of the site visit, and the operator admitted that he was aware that planning permission was required for the activities taking place. The operator advised that he had found great difficulty in finding a suitable location for his new business and that he was now in the process of clearing the site.</p> <p>A short timescale was agreed with the operator in which the site should be cleared. That timescale will expire shortly, after which a further site visit will be undertaken to check that the imported waste material has been removed as agreed.</p>
May 2016	Land to the North of Leeds Lane, Five Ashes	Importation and deposit of waste materials	<p>A complaint was received that waste materials were being imported into and deposited at the site. A site visit was undertaken which confirmed the substance of the complaint. Contact was made with the occupier who stated that the purpose of the importation was to improve the track through the wood for his animals in order to be able to move them across the land and not across roads, which would incur expensive veterinary costs for tuberculosis testing.</p> <p>The position regarding the requirement for planning permission was explained to the tenant farmer, and he was requested to cease any further activity until a joint site meeting with all the regulatory authorities concerned had been arranged. A joint site meeting took place recently, and it was noted that the tenant farmer had completed the works to the track. The imported waste appears to have no stability and already has started to slip. It is considered that the works to the track are excessive and unnecessary, and amount to waste disposal operation. Therefore, the tenant farmer has been requested to remove the imported waste from the site.</p> <p>The Authority is currently awaiting a response from the landowner.</p>
May 2016	Ripleys Scrapyard, Apex Way, Hailsham	Breach of Conditions (Noise)	<p>A complaint was received that noise emanating from the site exceeds the levels permitted by the conditions attached to the planning permission for the site.</p> <p>An initial site visit was undertaken and although some noise was heard from the region of the site, the precise source of the noise could not be ascertained and the noise heard did not appear excessive.</p> <p>Formal noise monitoring is in the process of being arranged to identify whether a breach of planning control is occurring.</p>

May 2016	Born Again Plastics, Oak Ferrars Farm, Piltown	Breach of Conditions (Storage of waste)	During a site monitoring visit, it was found that some waste was being stored outside the area permitted by the planning permission for the site. Contact has been made with the operator and short time period has been agreed for the operator to return the site to compliance with this condition. A site visit will be undertaken after the expiry of this time period to ensure that the site is back in compliance with the planning condition.
June 2016	JM Skip Hire, Birch Close, Eastbourne	Breach of Conditions (noise and dust)	A complaint was received alleging that noise and dust were emanating from this site. A joint site visit was undertaken with an officer from Eastbourne Borough Council and during the course of this site visit several breaches of the planning conditions relating to the site were identified. A letter has been sent to the operator detailing the breaches of the conditions that were found during the site visit and requesting the operator's comments and details of how he is going to address and resolve these issues. A response to this letter is awaited.
June 2016	Penfold Driveways, The Warren, Crowborough	Unauthorised development	A complaint was received by the Environment Agency that waste was being imported into and deposited at the site. A joint site meeting was arranged with all the various regulatory authorities and the operators to discuss the various issues at the site. It was clear during the course of the site meeting that the importation, deposit and processing of waste was taking place at the site. A further pre-application site meeting is in the course of being arranged with the operators.
June 2016	The Thorne/Little Thorne, Ninfield Road, Bexhill	Importation and deposit of end of life vehicles	A complaint was received that the operator of the site was again importing, depositing and processing end of life vehicles at this site. A site visit was undertaken during the course of which a meeting was held with the operator, who agreed to clear the site. A short time period for this clearance was agreed and the site will be monitored to ensure compliance.
June 2016	GB Metals, Knights Business Centre, Squires Farm Industrial Estate, Easons Green	Unauthorised development	During a site monitoring visit, it was found that a new, unauthorised container/office building had been installed at the site. Following discussions, it transpired that a new operator had taken over the site. A planning application to regularise the container/office has been requested and is due to be submitted by the end of July 2016.

Table 4 - Outstanding Cases Subject To Ongoing Action

DATE LPA BECAME AWARE OF BREACH	SITE ADDRESS	NATURE OF CASE	CURRENT POSITION
April 2013	St Mary's School, Maynards Green	Unauthorised development	A complaint was received that the School had carried out unauthorised development by creating a new car park at the site. A site visit confirmed the nature of the works and that the development required planning permission. After receiving pre-application advice from officers, a planning application (WD/3180/CC) was submitted in respect

			<p>of this matter and this was due to be considered by the Planning Committee on 11 December 2013. However, due to ongoing negotiations with the adjoining property owner regarding a proposed land-swap, the application was withdrawn by the School pending the outcome of those negotiations.</p> <p>Following these negotiations, a planning application (WD/3227/CC) for a change of use (from agricultural to educational use) relating to area subject to the land swap was submitted and subsequently approved under delegated powers.</p> <p>The submission of a planning application to regularise the works to the car park and other development was then delayed due to the need for the land swap to be completed. The land swap has been finalised and the neighbour's new access has been constructed. Therefore, there is no reason why a planning application to regularise the works cannot be submitted.</p> <p>The School and the Council's Business Services Department have both repeatedly been contacted and, to date, no planning application has been submitted to regularise this breach of planning control. One final attempt to resolve this matter informally is being made, but if the situation remains unresolved, the matter will be referred to Wealden District Council to consider whether formal enforcement proceedings should be instigated.</p>
October 2013	Diplocks Farm, Chalvington	Importation and deposit of waste	<p>Officers noticed that a significant quantity of waste materials comprising chalk, end of life vehicles and household and builders' waste had been stockpiled on the site. Evidence of burning of green waste was also present. A joint site meeting with the Environment Agency and the landowner was held. The landowner was advised that the activity required planning permission, but would be unlikely to be supported and that the importation of waste should cease and the site be cleared. The landowner stated that it is his intention to clear the site of the imported waste.</p> <p>Officers, in conjunction with officers from the Environment Agency, have continued to undertake regular site visits and meetings with the landowner to ensure that the phased clearance of this site is carried out. In order to protect the Council's position, a Planning Contravention Notice was served on the landowner, to which a response was received. The landowner commenced the phased removal of the waste from the site. Some waste was removed and there was initially no indication that further waste materials had been imported to the site.</p> <p>Clearance of the waste materials had been continuing. However, the landowner suffered a period of ill health and was unable to work. Joint site visits with the Environment Agency continued to ensure no further waste materials are being imported to the site.</p> <p>Further site visits noted that there appeared to have been fresh importation of waste into the site and also burning of waste. Following consultation with the Council's Legal Services Team and liaison with the Environment Agency, it is considered appropriate to serve an Enforcement Notice on the landowners. A further detailed site visit has been carried out to identify all the relevant areas within the site where waste needs to be removed. Once finalised, an Enforcement Notice will be prepared and served on the landowners and other interested parties.</p>
September 2014	Stonehouse Farm, Pilmer Road, Crowborough	Importation and deposit of waste	<p>A complaint was received that waste materials, comprising soils and hardcore, were being imported into and deposited at the site, before being buried. Contact was made with the landowner who stated that the importation of materials was in relation to a planning permission granted by this Authority in 2004 and that the works were all in accordance with that permission.</p> <p>A site meeting was held with the landowners. The works that have been undertaken (and that are required to</p>

			<p>complete the development) are in excess of the original permission, and therefore in breach of planning control. A planning application (WD/769/CM) to regularise the works and allow for the further importation of materials was submitted and subsequently refused by the Planning Committee on 9 March 2016. No further materials can be imported to the site and the landowner has been advised that the area of previously deposited materials should be graded out.</p> <p>Further contact has been made with the landowner who explained that he has been unable to complete the grading works because of the poor weather. The landowner has been requested to advise the County Council when these works have been completed in order that a final site visit can be undertaken and the matter formally closed.</p>
January 2015	KPS Composting, Boathouse Farm, Isfield	Breach of conditions (site layout and volume of waste)	<p>A complaint was received that waste wood processing was not taking place in the area approved and that the site was exceeding the total quantity of waste that was permitted to be imported into the site (the permitted volume of waste is limited to 50,000 tonnes/annum). Discussions were held with the Manager of the site, who stated that the area for the waste wood processing had been moved to a different part of the site for health and safety reasons. Figures provided for the volume of imported material showed that in the last year, nearly 54,000 tonnes of waste material had been imported to the site, some 4,000 tonnes above the permitted level.</p> <p>A planning application was submitted relating to altering the location of the wood waste processing and amending the limitation on the quantity of waste materials, but was not valid due to further information being required. A meeting with local residents was held to discuss their concerns regarding activities at the site, and further discussions with the operator have been ongoing.</p> <p>There has been a delay in the submission of the planning application because the operator has decided to completely revise the use of the site, which would involve a more detailed application. The planning application is now very nearly complete and will be submitted within the near future.</p>
April 2015	Sussex Waste Services, Endeavour Works, Beach Road, Newhaven	Importation and deposit of waste	<p>Officers were visiting the site in connection with another matter and noticed that a significant quantity of waste materials comprising builders waste, electrical and electronic waste, scrap metal and end of life vehicles had been deposited on the site. Given the history of this site it was decided that formal enforcement action should be taken.</p> <p>Consequently, an Enforcement Notice was served on the landowner of this site, and other interested parties, on 2 February 2016. No appeals were made against the Notice and it took effect on 4 March 2016. The landowner had until 4 June 2016 to clear the site of the imported waste materials in order to comply with the requirements of the Notice.</p> <p>A site visit was undertaken shortly after the expiry of the period of time for compliance with the requirements of the Enforcement Notice. Although the majority of the imported waste has been removed from the site, some still remains. Contact has been made with the landowner who has explained that he is having difficulty with his tenant who is refusing access to the site. The landowner has therefore placed this matter in the hands of his solicitors and the matter is being kept under review to ensure the site is cleared of all waste.</p> <p><i>Note - This action is separate to the earlier entry (Endeavour Works) in Table 1, however it is the same landowner.</i></p>

July 2015	JM Skips, Brett Drive, Bexhill-on-Sea	Breach of Conditions (numerous)	<p>A site monitoring visit was undertaken by officers and during the course of this visit a number of breaches of the conditions attached to the planning permission were noted. A meeting was held with the operator, who agreed to search for a new, more suitable site and to cease the use of this site by the end of October 2015.</p> <p>A further meeting was held with the operator, who explained that he did not initially wish to progress matters at the existing site because he only held a very short term lease for the site. However, a new lease has now been signed and the operator now wishes to completely alter the way the site is being operated.</p> <p>A planning application (RR/775/CM) to regularise matters at the site has now been submitted and is currently under consideration.</p>
July 2015	Bramley Farm, Bay Tree Lane, Polegate	Importation and deposit of waste materials	<p>A complaint was received that waste materials had been imported into the site. A site visit was undertaken which confirmed the substance of the complaint. The landowner was contacted and requested to cease any further importation into this site until after a site meeting was undertaken and the matter discussed/resolved.</p> <p>Further contact was made with the landowner, who confirmed that the materials are to be used on agricultural tracks within the farm. A written timescale for the works to be undertaken and completed was requested, and subsequently provided. The programme of works has been agreed and the site will be monitored to ensure the materials are used and no further waste is imported to the site.</p> <p>The site has continued to be monitored by officers and no further waste appears to have been imported to the site. However, it has not been possible for the operator to undertake any works on the site due to the wet weather and, therefore, the materials have not yet been used.</p> <p>A further site visit has recently been undertaken to assess the current situation at the site. Apparently no progress has been made in using the materials for the agreed works, although it is noted that the period of time agreed with the landowner for use of this imported waste material on the agricultural tracks has not yet expired. The site will continue to be monitored.</p>
July 2015	Holleys Yard, Squires Farm Industrial Estate, Easons Green	Importation, deposit and storage of waste wood	<p>This matter originally came to the Council's attention in 2012 when an operator imported a significant quantity of waste wood into this site and then vacated the site without clearing the waste wood. The Environment Agency undertook a prosecution against a Director of the company, and the County Council supported this prosecution and gave evidence in Court. The Director of the company was convicted of the offence and was sentenced to a Community Service Order of 200 Hours of unpaid work. There was no requirement for the Director to pay for the costs of clearing the land. Consequently, the waste wood has remained on the site and, in order to protect the County Council's position, it was considered appropriate to serve an Enforcement Notice on the landowners, and interested parties, requiring the removal of the waste wood.</p> <p>An Enforcement Notice was served on the landowners and interested parties on 2 February 2016. No appeal was made against the Enforcement Notice and it took effect on 4 March 2016. Given the circumstances of this particular case, a suitable period of time for the clearance of the site was been given (until 4 March 2018) and officers are maintaining contact with the landowners to facilitate the removal/clearance of the waste wood from the site.</p> <p>Since the service of the Enforcement Notice, the Environment Agency has made some progress in their case against the company that was responsible for importing the waste wood into this site. The outstanding company</p>

			director has now been arrested on a warrant and is currently awaiting trial. Contact is being maintained with the landowners in regard to this matter and to ensure compliance with the requirements of the Enforcement Notice.
January 2016	Bexhill to Hastings Link Road (Combe Valley Way) - Decoy Overbridge	Breach of Condition (Noise)	<p>A complaint was received that excessive noise is being generated from the Link Road now that it is open to traffic. The complainant also raised concerns that vehicles using the Link Road were visible from distant views. The location of the relevant acoustic barriers has been checked and it is considered that they have been constructed in accordance with the approved drawings.</p> <p>Noise monitoring over a period of two weeks has been carried out and the results are being analysed and a report prepared to ascertain whether the noise levels at this location are in accordance with the predicted levels.</p>
January 2016	Unit 3b, Croft Works, Diplocks Way, Hailsham	Unauthorised development	<p>Officers received information that the operator was setting up a scrap metal dealing operation at this site. Officers from this authority undertook a site visit during the course of which a meeting was held with the operator. The operator explained that he had not commenced his waste operation at the site, but when he did it would be for the recycling of metals from Waste Electrical and Electronic Equipment (WEEE). The operator was advised that specific planning permission for this activity was required.</p> <p>A planning application (WD/774/CM) has now been submitted and is currently under consideration.</p>
February 2016	187 London Road, Hailsham	Breach of requirements of Enforcement Notice	<p>An Enforcement Notice was served on the joint landowners of the site in December 2014, which required all scrap metal and other waste, including end of life vehicles to be removed from the site. Since the Notice became effective in January 2015 officers have undertaken regular monitoring visits to ensure that the site was in compliance with the requirements of the Enforcement Notice. A site visit was undertaken in February 2016 which showed that an end of life vehicle had been parked within the area covered by the Enforcement Notice and filled with waste. A letter was sent to the landowners advising them of the breach of the Enforcement Notice and giving a timescale for the removal of the end of life vehicle and waste. A further site visit confirmed that this has not been done and there continues to be a breach of the requirements of the Enforcement Notice, which is an offence.</p> <p>Therefore, the Council is currently in the process of summoning the landowners to Court for non-compliance with the requirements of the Enforcement Notice. However, due to the large increase in the numbers of new enforcement cases received during this quarter, it has not been possible to make as much progress in this matter as was anticipated. Statements and exhibits are in the process of being prepared before being passed to the County Council's Legal Section for a Summons to be prepared.</p>
March 2016	Land at Wellbrook Hill, Mayfield	Importation and deposit of waste	<p>A complaint was received alleging that waste materials had been imported, deposited and disposed of at the site. A site visit was undertaken which confirmed the substance of the complaint. The site is not registered with the Land Registry, but contact has now been made with the landowner. Security at the site has been changed so as to prevent the person responsible for importing the waste (not the landowner) from accessing the site. The landowner and his agent are in the process of clearing the imported waste from the site. The site will continue to be monitored by officers to ensure that the site is cleared of all imported waste materials.</p>