



## REGULATORY COMMITTEE

## PLANNING COMMITTEE

**MEETING 10.30 am WEDNESDAY, 12 SEPTEMBER 2018**

**COUNCIL CHAMBER - COUNTY HALL, LEWES**

**MEMBERSHIP** - Councillor Claire Dowling (Chair)  
Councillors Barry Taylor (Vice Chair), Bob Bowdler, Godfrey Daniel,  
Kathryn Field, Tom Liddiard and Pat Rodohan

### **A G E N D A**

- 1 Minutes of the meeting held on 26 July 2018 (*Pages 3 - 14*)
- 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**

- 5A TRO - Polegate Parking Review (*Pages 15 - 26*)  
Report by the Director of Communities, Economy and Transport
- 5B TRO - Hastings Parking Review 2017/18 (*Pages 27 - 54*)  
Report by the Director of Communities, Economy and Transport
- 5C TRO - Lewes Town and District Parking Review 2017/18 (*Pages 55 - 76*)  
Report by the Director of Communities, Economy and Transport
- 6 Any other items previously notified under agenda item 4

PHILIP BAKER

#### **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](http://www.eastsussex.gov.uk/webcasts)*

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

4 September 2018

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 25 July 2018.

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PRESENT Councillors Claire Dowling (Chair), Barry Taylor (Vice Chair), Bob Bowdler, Godfrey Daniel, Kathryn Field, Tom Liddiard and Pat Rodohan

### 7 MINUTES OF THE MEETING HELD ON 23 MAY 2018

7.1 The Committee approved as a correct record the minutes of the meeting held on 23 May 2018.

### 8 DISCLOSURES OF INTERESTS

8.1 Councillor Rodohan declared a personal interest in Item 8A in that he is a member of Eastbourne Borough Council, but he did not consider this to be prejudicial.

8.2 Councillor Taylor declared personal interests in Item 8A in that he is a member of Eastbourne Borough Council and also a local resident, but he did not consider that these were prejudicial.

8.3 Councillor Field declared a personal interest in Item 8B in that she is a local resident, but she did not consider this to be prejudicial.

### 9 REPORTS

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

### 10 ENVIRONMENTAL IMPACT ASSESSMENT APPLICATION FOR THE CONSTRUCTION AND USE OF PLANT, NAMELY AGGREGATE PROCESSING PLANT, AGGREGATE BAGGING PLANT, CONCRETE BATCHING PLANT AND BUILDINGS, ANCILLARY OFFICES AND STORES FOR PROCESSING AND UTILISING AGGREGATES LANDED AT NEWHAVEN PORT AND DISTRIBUTION OF THE PRODUCTS BY ROAD AND RAIL TOGETHER WITH ACCESS TO THE PUBLIC HIGHWAY AND THE EXTENSION OF AN EXISTING RAIL SIDING. FISHER'S WHARF, NEWHAVEN PORT, NEWHAVEN - LW/799/CM(EIA)

10.1 The Committee considered a report by the Director of Communities, Economies and Transport, together with an amendment to the Recommendation. The revised Recommendation was proposed due to the publication of the Revised National Planning Policy Framework which happened between publication of the agenda and the meeting, and recent revisions to the South Marine Plan.

10.2 The following people spoke against the application:

Name	Organisation
Mr Geoff King	Petitioner
Mr Jim Skinner	Friends of Tide Mills
Mr Richard Cowser	Sussex Ornithological Society
Cllr Johnny Denis	Lewes District Councillor
Ms Rachel Fryer	Community Action Newhaven
Ms Penny Lower	Local Resident

10.3 Mr Gregor Mutch, Managing Director of Brett Aggregates (the applicant), spoke in support of the application.

10.4 The written comments against the application of Councillor Grover, the Local Member, were read out to the Committee.

10.5 The Committee has considered the officer's report together with the amended Recommendation, and the comments of the public speakers and Local Member, and agree with the conclusions and reasons for recommendation as set out in paragraph 7 of the report.

10.6 The Committee RESOLVED, by a majority of 5 votes to 2:

(1) to approve the application and authorise the Director of Communities, Economy and Transport to grant planning permission subject to the conditions set out in paragraph 8.3 of the report (see Minute 10.7) and the following matters:

- (i) that the Director of Communities, Economy and Transport confirms that the revised National Planning Policy Framework and the South Marine Plan have not led to a material change in the policy circumstances of relevance to this planning application;
- (ii) the Secretary of State for Housing, Communities and Local Government having confirmed that the application will not be called in; and
- (iii) a section 106 Town and Country Planning Act Planning Obligation securing a contribution of £20,000 towards the Sussex Local Wildlife sites initiative and a contribution of £15,000 towards initiatives in the Newhaven Air Quality Action Plan having been completed;

(2) that should the Planning Obligation referred to in (1)(iii) above not be completed by 31 March 2019, then the application will be referred back to Committee for determination; and

(3) that should the requirement of paragraph (1)(i) not be met, then the application will be referred back to Committee for determination.

10.7 The permission will be 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 drawings and documents listed in the Schedule of Approved Plans.

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

3. The site shall not be used for the development hereby permitted other than between the hours of 07.00 - 18.00 on Mondays to Fridays inclusive and 07.00 - 13.00 on Saturdays, except for the loading of train wagons with aggregate material, which shall take place between the hours of 06.00 - 20.00 on Mondays to Saturdays inclusive, excluding on Bank and Public Holidays. There shall be no activities outside these times except in an emergency or unless otherwise agreed in writing with the Director of Communities, Economy and Transport.

Reason: In the interests of safeguarding the amenities of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

4. The movement of vehicles associated with the use of the concrete batching plant hereby approved shall not take place except via the pending Newhaven port access road to the east of the site. No such vehicles shall use the existing port access via Railway Road, Clifton Road and Beach Road.

Reason: In the interests of safeguarding the amenities of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

5. Development of each stage of works (that is, Stages 1-3) as set out in the submitted Planning and Environmental Statement accompanying the planning application shall not commence until a Construction Management Plan has been submitted to the Director of Communities, Economy and Transport for written approval and such approval shall have been obtained. The construction details to be submitted for each stage shall include but not be restricted to:

- a) The phasing, duration and hours of works, including for piling;
- b) Measures to attenuate noise, dust and artificial light;
- c) Provision to manage any contaminated land;
- d) The anticipated number, frequency and types of vehicles to be used;
- e) The method of access and egress and routeing of vehicles;
- f) The parking of vehicles by staff and visitors;
- g) The storage of plant and materials;
- h) The installation and maintenance of any security fencing;
- i) The use of wheel washing facilities; and
- j) The measures to minimise the effects of the use of vehicles along Beach Road, Clifton Road and Railway Road.

For the duration of construction the Construction Management Plan shall be implemented in accordance with the approved details.

Reason: In the interests of the amenity of the locality to accord with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

6. During construction works, noise levels shall not exceed 65 dBLeq, 12 hour (freefield) at any time at the nearest noise sensitive receptors at The Hope Inn, Newhaven Marina and Marine Drive, as shown at Appendix B in the Noise Assessment Report (ref. 4598), dated 12 October 2017, by WBM Acoustic Consultants.

Reason: In the interests of safeguarding the amenities of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

7. Before the use of the site commences an Operational Travel Plan shall be submitted to the Director of Communities, Economy and Transport for written approval and the use of the site shall not commence until such written approval has been received. The Plan shall include measures to effectively minimise and manage the effects of the development on air quality in Newhaven. The Plan shall include details of:
  - a) A monitoring scheme to record and show the number of journeys using the A259 in the Air Quality Management Area;
  - b) The use of low emission vehicles, their maintenance, replacement programme and training of drivers; and
  - c) Rail freight timing schedules to be used for the transport of materials.

The Operational Travel Plan shall be carried out in accordance with the approved details.

Reason: In the interests of safeguarding the amenities of the locality in accordance with Policy WMP 25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

8. Before the use of the site commences a dust mitigation scheme shall be submitted to the Director of Communities, Economy and Transport for written approval and the use of the site shall not commence until such written approval has been received. The scheme shall include:
  - a) Measures for minimising dust at the site;
  - b) Provision to monitor the measures for dust mitigation to assess their effectiveness; and
  - c) Provision for reviewing the dust mitigation scheme.

The dust mitigation scheme shall be implemented in accordance with the approved details.

Reason: In the interests of safeguarding the amenities of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

9. No heavy goods vehicles associated with the use of Stages 1 and 2 of the development hereby permitted shall make deliveries to the site or transfer materials from the site within the hour of 08.00 and 09.00 on Mondays to Fridays inclusive.

Reason: In the interests of highway safety and amenity, with particular reference to the avoidance of the peak hour for drop off times for children at the Noah's Ark Nursery in Railway Road, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

10. Before the use of the site commences an external lighting scheme shall be submitted to the Director of Communities, Economy and Transport for written approval and the use shall not commence until such written approval has been received. The approved scheme shall be implemented throughout the course of the development, unless otherwise agreed in writing with the Director.

Reason: To protect the general amenities of the area in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

11. The Flood Risk Management measures, including proposed mitigation, as set out in Section 8.0 of the submitted Water Environment and Flood Risk Assessment report by SLR Consulting Limited, dated October 2017, shall be carried out as part of the development. The measures shall be fully implemented prior to the commencement of the use hereby permitted and subsequently maintained throughout the duration of the development.

Reason: To ensure the risk of flooding is adequately managed and minimised in accordance with Policy WMP28a of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

12. No development shall commence until details of the proposed means of foul water disposal and surface water drainage have been submitted to the Director of Communities, Economy and Transport for approval and such written approval shall have been given. The approved details shall be implemented in full, unless otherwise agreed in writing with the Director.

Reason: To provide for appropriate means of water disposal and to reduce the risk of flooding in accordance with Policy WMP28a of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

13. Prior to first use of the development hereby approved, a Noise Management Plan for the control and management of noise from the site operations and vehicle movements shall be submitted to the Director of Communities, Economy and Transport for written approval and such approval shall have been obtained. The Noise Management Plan must include the mitigation measures set out at Appendices 1 and 2 (Summary of Noise Mitigation Measures and Location and Height of Acoustic Barriers, respectively) in the Technical Note, dated 11 July 2018 (ref. 4598), by WBM Acoustic Consultants. The development shall thereafter be

carried out in accordance with the approved details, unless otherwise agreed in writing with the Director.

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

14. The noise rating level from the site shall at all times not exceed the measured background noise level at the nearest noise sensitive receptors at The Hope Inn, Newhaven Marina and Marine Drive, as shown at Appendix B in the Noise Assessment Report (ref. 4598), dated 12 October 2017, by WBM Acoustic Consultants, as measured in accordance with BS 4142:2014.

Reason: In the interests of safeguarding the amenities of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

15. Within three months of the first use of the site a noise survey shall be undertaken by the applicant in accordance with BS 4142:2014 and the results submitted forthwith in a report to the Director of Communities, Economy and Transport. The survey shall:
  - (a) Demonstrate whether the noise levels required by Condition 14 are being achieved;
  - (b) If the survey does not demonstrate such compliance then the report must include measures to reduce noise, which shall at first be agreed in writing with the Director, such that the noise levels required by Condition 14 will be met;
  - (c) These measures shall be implemented within a time period to be agreed with the Director and compliance shall be demonstrated by a follow-up noise survey, which must be submitted to and agreed in writing with the Director within two months of the measures being implemented; and
  - (d) This process shall continue until the approved noise criteria have been met.

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

16. Before the commencement of works within the area of the railway sidings, details for the protection of reptiles shall be submitted to the Director of Communities, Economy and Transport for written approval and such approval shall have been obtained. The details shall include proposed methods of trapping and provision for translocation. The approved details shall be carried out in full.

Reason: To protect reptiles in accordance with Policy WMP27 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

17. Before the commencement of the use of the site a Staff Travel Plan shall be submitted to the Director of Communities, Economy and Transport for written approval and such approval shall have been obtained. The Staff Travel Plan shall include measures for reducing the need for staff to use private motorised vehicles and provide for the monitoring of the effectiveness of these measures. The Staff Travel Plan shall be implemented in accordance with the approved details.



Reason: To reduce dependence on the car to accord with the provisions of Part 4 of the National Planning Policy Framework 2012.

18. No part of the development shall be occupied until the proposed car parking spaces have been constructed and provided in accordance with the approved drawings. The areas shall thereafter be retained for that use and shall not be used for any other use.

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

19. No part of the development shall be occupied until the vehicle turning and loading areas have been constructed within the site in accordance with the approved drawings. These areas shall be retained at all times for these uses and shall not be obstructed.

Reason: To secure appropriate turning and loading arrangements in accordance with Policy WMP26 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

### Informatives

1. The applicant will require an Environmental Permit from the Environment Agency for any flood risk activities proposed to be undertaken as part of the development and should contact that body accordingly.
2. The applicant is reminded of the requirements of Southern Water regarding the protection of sewer infrastructure. No development or tree planting should be located within 3 metres either side of the external edge of the public foul sewer and all existing infrastructure should be protected during the course of construction works. No new soakaways should be located within 5 metres of a public sewer.
3. A formal application for connection to the public sewerage system is required in order to service this development. The applicant should contact Southern Water in Otterbourne, Hampshire on 0330 303 0119, or via its website, to discuss the matter. The applicant should also contact Southern Water regarding the disposal of any trade effluent from the site.
4. The applicant will require a 'Part B' Environmental Permit from Lewes District Council to operate the concrete batching plant.

### Schedule of Approved Plans

Figure 10 - Elevations of proposed aggregate bagging facility, Figure 11 - Elevations of the proposed office (excluding inset Location Plan), Figure 13 - Elevation of the discharge hopper and conveyors, Figure 1 Rev A - Location of the application site, Figure 2 Rev A - Local Planning Permissions, Figure 3 Rev A - Photographs of the application site, Figure 4 Rev A - Occupation of Newhaven Harbour, Figure 5 Rev A - Visualisation of the buildings on the LDA and the Rampion Land, Figure 6 Rev A -

Landscape Features, Figure 7 Rev A - Nearby noise sensitive receptors, Figure 8 Rev A - Stage 1 Development, Figure 12 Rev A - Stage 2 Development, Figure 14 Rev A - Stage 3 Development, Figure 18 Rev A - Extract from LDC Proposals Map, Figure 9 - Elevations of proposed aggregate processing plant, Figure 15 - Elevations of proposed concrete batching plant (excluding inset Site Plan)

11 DEMOLITION OF EXISTING SINGLE STOREY BUILDING. CONSTRUCTION OF 2NO SINGLE STOREY BLOCKS PLUS 1NO TWO STOREY BLOCK TO PROVIDE SUPPORTED LIVING ACCOMMODATION FOR ADULTS WITH COMPLEX NEEDS; ACCOMMODATION TO COMPRISE 6 SELF-CONTAINED FLATS (LONG TERM OCCUPANCY) AND 4 STUDIO APARTMENTS (SHORT TERM OCCUPANCY) WITH ASSOCIATED ANCILLARY STAFF & EXTERNAL SPACES. GREENACRES, MILL LANE, CHAILEY, BN8 4PY - LW/3393/CC

11.1 The Committee considered a report by the Director of Communities, Economy and Transport, together with an amendment to the Recommendation. The revised Recommendation was proposed due to the publication of the Revised National Planning Policy Framework which happened between publication of the agenda and the meeting.

11.2 Ms Julia Tingle, a local resident, spoke against the Recommendation.

11.3 Mr Richard Lewis, Strategic Commissioning Manager for Learning Disability Services and Sean Hambrook, Major Projects Manager, both of the County Council, spoke in support of the application.

11.4 An amendment to Condition 3 concerning timing of deliveries was proposed and agreed. A motion to vary Condition 3 along the lines of Condition 6 to further restrict deliveries to certain time periods or seeking prior approval of the Director of Communities, Economy and Transport was proposed but not seconded.

11.5 Members have considered the officer's report, the amendments to the recommendations, and the comments of the public speakers, and agree with the conclusion and reasons for recommendation as set out in paragraph 7 of the report.

11.6 RESOLVED by 6 votes to 0 (with one abstention) that the application be approved and the Director of Communities, Economy and Transport be authorised to grant planning permission subject to:

- (i) the conditions set out in paragraph 8.1 of the report (see minute 11.7); and
- (ii) confirmation by the Director of Communities, Economy and Transport that the revised National Planning Policy Framework has not led to a material change in the policy circumstances of relevance to this planning application. Should this requirement not be met, then the application will be referred back to the Committee for determination.

11.7 The permission will be 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.

3. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan, has been submitted to and approved in writing by the Director of Communities, Economy and Transport. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The plan shall provide details as appropriate but not be restricted to the following matters;
  - the anticipated number, frequency, access, egress and routeing of vehicles during construction taking account of other construction projects in the vicinity.
  - the parking of vehicles by site operatives and visitors,
  - the timing with regard to the loading and unloading of plant, materials and waste,
  - the protection of retained trees
  - the storage of plant and materials used in construction of the development,
  - the erection and maintenance of security hoarding,
  - the provision and use of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
  - details of public engagement both prior to and during construction works.

Reason: In the interest of highway safety and amenity of the area.

4. Prior to commencement of development a Site Waste Management Plan (SWMP) shall be submitted to and approved in writing by the Director of Communities, Economy and Transport. The SWMP shall include details of dust and noise controls during demolition as well as how construction waste will be minimised. Development shall be carried out in accordance with the approved SWMP.

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

5. Prior to commencement of development a detailed surface water management design shall be submitted to and approved in writing by the Director of Communities, Economy and Transport. The design shall include hydraulic calculations which take account of connectivity with different surface water drainage features together with details of maintenance and management. Before the development is occupied the approved drainage system shall be made available for use and written agreement of Southern Water for any connection to the public sewer provided to the Director of Communities, Economy and Transport.

Reason: To ensure appropriate management of surface water in accordance with Saved Policy ST3 in the Lewes District Local Plan 2003.

6. Construction work shall not take place at any time other than between the hours of 0800 and 1800 Mondays to Fridays and between the hours of 0800 and 1400 on Saturdays and not at any time on Sundays, Bank and Public Holidays other than

with the prior written approval of the Director of Communities, Economy and Transport.

Reason: To strike a balance between the need to carry out construction as speedily as possible but at the same time to minimise the impact of construction on the occupiers of properties in the vicinity of the site and to comply with Saved Policy ST3 in the Lewes District Local Plan 2003.

7. No development, excluding demolition, shall take place until plans and full details of both hard and soft landscaping works have been submitted to and approved in writing by the Director of Communities, Economy and Transport and these works shall be carried out as approved. These details shall include:

Hard Landscaping

- Proposed finished levels or contours
- Means of enclosure
- Vehicle and pedestrian access and circulation areas
- Hard surfacing materials
- Minor artefacts and structures (e.g. furniture, refuse or other storage units, signage etc).

Soft Landscaping

- Protection of retained trees
- Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate
- Implementation programme
- Management Plan

Planting shall be maintained thereafter in accordance with the approved Management Plan.

Reason: To secure appropriate landscaping of the site in the interests of the amenity of the locality in accordance with Saved Policy ST3 in the Lewes District Local Plan 2003

8. Prior to commencement of development, excluding demolition, details of external lighting (including numbers, type of luminaires and isolux calculations) shall be submitted to and approved in writing by the Director of Communities, Economy and Transport and installed lighting shall be implemented in accordance with the approved details.

Reason: In the interests of safety, security and the amenities of the area and to accord with Saved Policy ST3 in the Lewes District Local Plan 2003.

9. Notwithstanding details shown on approved plans, prior to construction above ground samples of the external materials to be used in the construction of the buildings hereby permitted shall be submitted to and approved in writing by the Director of Communities, Economy and Transport. Development shall be carried out in accordance with the approved details.

Reason: To ensure the appropriate appearance of the development in the area in accordance with Saved Policy ST3 in the Lewes District Local Plan 2003.

10. The development shall not be occupied until the vehicle and cycle parking areas have been provided in accordance with the approved plans and the areas shall thereafter be retained for that purpose and shall not be used other than for the parking of vehicles and cycles.

Reason: To ensure an appropriate level of parking is available for vehicles and cycles at the site, in accordance with Core Policy 13 of the Lewes District Joint Core Strategy 2016.

11. The operational noise rating level from plant shall not exceed 35 dBLAeq, 1hr (freefield) at the nearest noise sensitive receptor as measured in accordance with BS 4142:2014'

Reason: To minimise the noise impact from plant in accordance with Saved Policy ST3 in the Lewes District Local Plan 2003.

### Schedule of Approved Plans

HBS-DR-(10)-A-200 P1 - Site Location Plan, HBS-DR-(10)-A-201 P1 - Existing Site Block Plan, HBS-DR-(10)-A-202 P3 - Proposed Site Block Plan, HBS-DR-(10)-A-310 - Proposed Ground Floor Plan, HBS-DR-(10)-A-311 P4 - Proposed First Floor Plan, HBS-DR-(10)-A-312 P4 - Proposed Roof Plan, HBS-DR-(10)-A-400 P3 - Proposed Elevations, HBS-DR-(10)-A-500 P2 - Indicative Site Sections

## 12 DEVELOPMENT MANAGEMENT MATTERS: QUARTERLY REPORT

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

12.2 The Committee RESOLVED to note the report, and thank officers for their work on site monitoring and enforcement.

## 13 TRO - EASTBOURNE (DEVONSHIRE THEATRE AREA) PARKING REVIEW - TRO 414

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

14.2 Ms Christina Ewbank of the Eastbourne Chamber of Commerce, spoke to support the recommendation and request further consideration of the proposals in Hardwick Road, Compton Street and Jevington Gardens.

14.3 Councillor Taylor, the Local Member and member of the Planning Committee, proposed an amendment to the recommendation, to make the original order as advertised, which was seconded, voted on and lost.

14.4 Members have considered the officer's report and comments of the public speaker and Local Member, and agree with the conclusions and reasons for recommendation, as set out in paragraph 3 of the report.

14.5 RESOLVED unanimously to (1) uphold in part the objections to the draft Traffic Regulation Order as set out in the report; and

(2) recommend to the Director of Communities, Economy and Transport that the Order be made in part as detailed in Appendix 3 of the report.

14 TRO - A2100 LONDON ROAD, BATTLE - PROPOSED EXTENSION OF 40MPH SPEED LIMIT

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

14.2 Councillor Field, the Local Member and member of the Planning Committee, spoke in support of the recommendations.

14.3 Members have considered the officer's report and comments of the Local Member, and agree with the conclusions and reasons for recommendation, as set out in paragraph 3 of the report.

14.4 RESOLVED unanimously to (1) not uphold the objections to the draft Traffic Regulation Order as set out in the report; and

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

Committee:	<b>Regulatory Planning Committee</b>
Date:	<b>12 September 2018</b>
Report by:	<b>Director of Communities, Economy and Transport</b>
Title of Report	<b>Traffic Regulation Order - Polegate Parking Review</b>
Purpose of Report	<b>To consider the objections received in response to the consultation on the draft Traffic Regulation Order to introduce parking restrictions at various sites in Polegate.</b>
Contact Officer:	<b>Paul Ward 01273 482294</b>
Local Member:	<b>Councillors Daniel Shing</b>

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## **RECOMMENDATION**

The Planning Committee is recommended to:

1. Not uphold the objections set out in Appendix 2 to the Report, concerning the draft Traffic Regulation Order for various sites in Polegate; and
2. Recommend to the Director of Communities, Economy and Transport that the draft Traffic Regulation Order be made as advertised.

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## **CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.**

### **1. Introduction**

1.1 Wealden District Council and other interested parties have raised a number of parking issues in Polegate, including junctions where access for refuse collection vehicles has been impeded by on-street parking. In response, the Local Traffic and Safety team has proposed lengths of single and double yellow lines to prohibit parking at a number of junctions in Polegate in order to aid access, visibility and manoeuvrability.

1.2 In April 2018, East Sussex County Council gave notice under its powers in the Road Traffic Regulation Act 1984 that it was proposing to make a Traffic Regulation Order to introduce waiting restrictions at various locations in Polegate. A copy of the draft Traffic Regulation Order is included as Appendix 1.

1.3 Prior to the advertisement of the draft Traffic Regulation Order, copies of the proposals were sent to relevant District Councillors, County Councillors and statutory consultees including the emergency services. No objections were received during this consultation.

1.4 During the period of public advertisement, responses were received from seven members of the public. One of these was considered not to be an objection, and this was confirmed in correspondence with the resident. The remaining six

responses were objections relating primarily to the loss of parking spaces for residents, the impact on house prices, and requests for new or amended parking restrictions at other sites in the local area. A summary of each of these objections is included at Appendix 2. Full copies of the objections received are available in the Members' Room.

## **2. Proposed Measures, Comments and Appraisal**

2.1 Following discussions with Wealden District Council, it was highlighted that their refuse collection teams have experienced difficulties gaining access to Junction Street, due to on-street parking opposite the junction on Western Avenue. The Local Traffic and Safety team have therefore undertaken a small parking review in Polegate, and taken the opportunity to review their priority list of requests for parking restrictions and investigate the highest priority requests. As a consequence, a package of proposed changes were drawn up at the following sites:

- Site A - Western Avenue / Junction Street – an 11.5 metre length of single yellow lines is proposed on Western Avenue opposite the junction with Junction Street. This would allow refuse collection vehicles sufficient room to reverse into Junction Street by restricting parking on Mondays to Fridays between 8am and 2pm, whilst allowing residents to continue to park here during evenings and weekends.
- Site B - Northern Avenue / Eastern Avenue / North Close – a standard length of double yellow lines is proposed to restrict parking within 10 metres of the junction, following concerns raised by local residents and the Wealden District Council refuse collection team regarding obstructive parking and the impact this has on access for refuse collection and emergency service vehicles.
- Site C - Romney Road / Hythe Close – a standard length of double yellow lines is proposed to restrict parking within 10 metres of the junction, following concerns raised by local residents regarding obstructive parking and the impact this has on turning movements and visibility splays at the junction, and access for emergency service vehicles.
- Site D - Victoria Road / Albert Road – an extension of the existing double yellow lines is proposed along the west side of Victoria Road for lengths of 4 metres and 50.5 metres, to address issues of obstructive parking that arose following the implementation of double yellow lines at the junctions in March 2015.
- Site E - Windsor Way - a 27.5 metre length of double yellow lines is proposed along the inside of the bend to improve forward visibility through the bend, following concerns raised by local residents and Polegate Town Council.

2.2 Two objections relate to the proposed length of single yellow lines on Western Avenue (site A), on the grounds that these will impact on parking for residents and impact upon house prices. One objection relates to the proposed double yellow lines on Eastern Avenue (site B), and one objection relates to the proposed double yellow lines on Windsor Way (site E). Two residents have objected on the grounds that parking restrictions should be provided at other locations in Polegate.

2.3 The reasons behind all of the proposals (i.e. to aid turning movements and improve visibility at junctions and bends, to contribute to improved road safety, and to aid vehicular flow) have been further explained in writing to the six objectors. Attempts to resolve the objections were unsuccessful and none of these objections were withdrawn within the specified timeframe. The proposed localised restrictions will improve road safety and maintain appropriate traffic flow. It is considered that



these factors, along with the officer's comments in Appendix 2, provide a reasonable rationale for not upholding these objections.

### **3. Conclusion and reasons for approval**

3.1 The proposals aim to address road safety and local concerns at various locations within the town of Polegate. Balancing all of the factors related to the proposals, it is not proposed to uphold any of the objections submitted.

3.2 The Committee is therefore recommended, for the reasons set out in this report, not to uphold the objections (set out in Appendix 2) to the proposed Traffic Regulation Order for restrictions in the Polegate area, and to recommend to the Director of Communities, Economy and Transport that the Order be made as advertised.

RUPERT CLUBB

Director of Communities, Economy and Transport

### **BACKGROUND DOCUMENTS**

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EAST SUSSEX COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**The East Sussex (Various Roads, Polegate)  
(Prohibition and Restriction of Waiting) Order 201x**

**Notice** is hereby given that East Sussex County Council propose to make an Order under Sections 1(1), 2(1) to (3) and 4(2) of the Road Traffic Regulation Act 1984, as amended, and of all other enabling powers, which will introduce new or revise the existing waiting restrictions on the following lengths of road:-

<b>No Waiting “At Any Time”</b>		
<b>Eastern Avenue</b>	Both sides	From a point 10 metres northwest of its junction with North Close, for a distance of 25 metres in a south-easterly direction.
<b>North Close</b>	Both sides	From its junction with Eastern Avenue, for a distance of 10 metres in a north-easterly direction.
<b>Dover Road</b>	Both sides	From a point 12.5 metres northwest of its junction with Hythe Close, for a distance of 15 metres in a south-easterly direction, to where it meets Romney Road.
<b>Romney Road</b>	Both sides	From a point 12.5 metres southeast of its junction with Hythe Close, for a distance of 15 metres in a north-westerly direction, to where it meets Dover Road.
<b>Hythe Close</b>	Both sides	From its junction with Dover Road and Romney Road, for a distance of 10 metres in a north-easterly direction.
<b>Victoria Road</b>	West side	From a point 10 metres south of its junction with St Leonards Terrace, for a distance of 4 metres in a southerly direction.
<b>Victoria Road</b>	West side	From a point 10 metres north of its junction with Victoria Close, for a distance of 50.5 metres in a northerly direction.
<b>Windsor Way</b>	North side	From a point 3 metres southeast of the property boundary of no’s 57 and 59 Windsor Way, south-eastwards and then north-eastwards around the bend for a distance of 27.5 metres.
<b>No Waiting Monday to Friday 8am - 2pm</b>		
<b>Western Avenue</b>	West side	From a point 10 metres south of its junction with New Road, for a distance of 11.5 metres in a southerly direction.

A copy of the draft Order, plans showing the lengths of road and a statement of the Council’s reasons for proposing the Order, may be examined in Reception, East Sussex County Council, County Hall, St Anne’s Crescent, Lewes BN7 1UE on Monday to Friday 9am - 4pm; at Hailsham Library, Western Road, Hailsham BN27 3DN on Monday and Tuesday 12 noon– 5pm, Thursday 10am – 6pm, Friday and Saturday 10am – 5pm or online at <https://consultation.eastsussex.gov.uk/economy-transport-environment/polegate-parking-review-formal-consultation>.

The plans are available to view at Polegate Town Council Offices, 49 High Street, Polegate until 21 May 2018.

Any person wishing to make an objection or other representation concerning this proposal must do so in writing, together with the grounds on which it is made, to Communities Economy & Transport, Parking, B Floor, East Sussex County Council, County Hall, St. Anne’s Crescent, Lewes BN7 1UE or email [TROs@eastsussex.gov.uk](mailto:TROs@eastsussex.gov.uk) quoting reference TRO/412 by 21 May 2018.

For further information, telephone Road Safety on 0345 60 80 193.

**Philip Baker, Assistant Chief Executive,  
Governance Services Department, County Hall, Lewes, East Sussex BN7 1UE**

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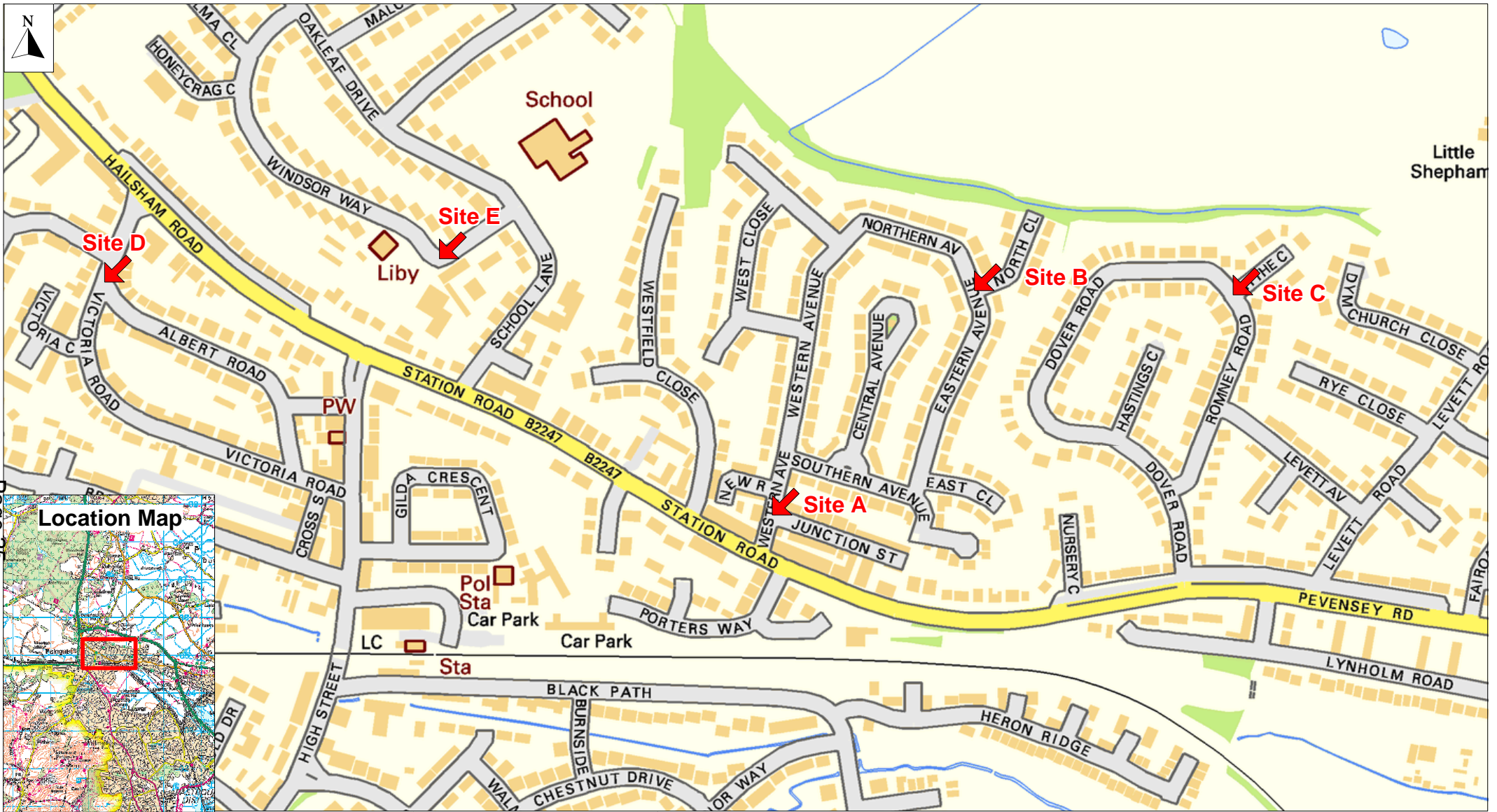
<b>Objection letter</b>	<b>Objection</b>	<b>Officer's Comments</b>	<b>Recommendation</b>
Resident of Western Avenue	The resident is concerned that the proposed restrictions on Western Avenue will displace parking further into the road and residents will be unable to park near their homes. The restrictions will also have a negative impact on the value of their property.	<p>The length of the proposed single yellow lines on Western Avenue was developed following discussions with Wealden District's Council's refuse collection team, who regularly experience difficulties accessing Junction Street when vehicles are parked opposite the junction, and are unable to complete their collections.</p> <p>The Highway Code advises drivers that they should not park opposite, or within 10 metres of a junction. However, we are sympathetic to the high demand for on-street parking at this location, and in developing this proposal; we met with the drivers of the refuse collection vehicles to determine the minimum length of yellow lines required for their collection vehicles to carry out their manoeuvre.</p> <p>As result, the proposed restriction would only affect 2-3 parking spaces (11.5 metres), but this should provide sufficient clearance to enable a refuse vehicle to pull forward into the space, before reversing back into Junction Street. Careful consideration was also given to the operational hours of the restriction in order to reduce the impact on local residents, by ensuring that they are still able to park in these spaces during evenings and at weekends.</p> <p>With regard to the resident's concerns about the possible impact of the proposed restriction on the value of properties along Western Road, this is not something that would be taken into account when investigating measures to facilitate the safe movement of traffic.</p>	To not uphold the Objection and to implement the Order as advertised.
Resident of Western Avenue	The resident is concerned that the proposed restrictions will result in loss of parking for residents, including times when they may need to leave their vehicle outside the property whilst they are away from home. The resident suggests implementing a	<p>Please see above comments.</p> <p>In situations where these vehicles belong to commuters, it is unlikely that the drivers would be available to move the car if required to allow access.</p> <p>Any residents parking scheme would need to be fully self-funding, as Sussex Police do not have the resources to enforce such a scheme. It is unlikely that a residents parking</p>	To not uphold the Objection and to implement the Order as advertised.

	<p>resident's permit scheme or widening the footway as alternative solutions.</p>	<p>scheme could be introduced in this area until the possibility of civil parking enforcement is considered in much the same way it has been introduced in Lewes, Eastbourne and Hastings.</p> <p>The possibility of extending the footway was considered during the discussions with Wealden District Council's refuse collection team, but this is likely to involve considerable expense and falls outside the scope of the parking review. Any proposal to widen the footway is likely to extend over a substantial distance in order to avoid sudden changes to the alignment of the carriageway, and this may have a negative impact on vehicle speeds at the entry to the estate.</p>	
<p>Resident of Eastern Avenue</p>	<p>The resident is concerned that the proposed restrictions will restrict disabled access to their property, and will displace parking to other locations.</p>	<p>This particular restriction was requested by local residents and the proposed double yellow lines extend along both sides of Eastern Avenue for a distance of 10 metres either side of North Close, which corresponds with the Highway Code guidance stating that drivers should not park opposite or within 10 metres of a junction.</p> <p>The County Council does not have a responsibility to provide residents with on-street parking. Vehicles that are parked in close proximity to junctions affect the safe passage of vehicles through the junction, including access for emergency service vehicles and refuse collection vehicles. There is also a long straight section of road to the south of the junction where residents may park without affecting the safe movement of traffic.</p> <p>The 'no waiting at any time' restriction imposed by the proposed double yellow lines would carry an exemption for the purposes of loading or unloading. Whilst drivers are not permitted to park on double yellow lines, they can stop for as long as is reasonably necessary for the purpose of picking up or dropping off passengers and their luggage, as long as no stopping restrictions are in force. Under the terms of the blue badge scheme, a blue badge holder is permitted to park on double yellow</p>	<p>To not uphold the Objection and to implement the Order as advertised.</p>

		<p>lines for up to three hours.</p> <p>In light of the above, the proposed restrictions would not prevent the resident from stopping in front of their property in order to open the gate to the off-street parking area in front of their property. The same would apply for any drivers that would wish to make a delivery to the affected properties.</p>	
Resident of Wannock Drive	<p>The resident has requested additional restrictions at the junction of the C4 Wannock Road and Wannock Drive, and a bus stop clearway within the layby near the Recreation Ground.</p>	<p>The restrictions that have been proposed across five sites in Polegate are intended to address identified safety issues, including junctions where the presence of parked vehicles has obstructed access by refuse collection vehicles.</p> <p>Wannock Drive is a private road, and the Local Traffic and Safety team had not received any requests for parking restrictions on Wannock Road (either side of Wannock Drive) leading up to the current parking review. It is too late to consider additional sites to the review at this stage; however, the Local Traffic and Safety team have arranged for the resident's requests to be held on file to be considered as part of any future parking review in this area.</p>	<p>To not uphold the Objection and to implement the Order as advertised.</p>
Resident of High Street	<p>The resident feels that any new parking controls must include amendments to the existing limited waiting restrictions on the High Street, to facilitate short-term parking. The resident objects to the proposals on the basis that they will cause unnecessary difficulty for local businesses with minimal improvements in safety to offset this.</p>	<p>The restrictions that have been proposed across five sites in Polegate are intended to address identified safety issues, including junctions where the presence of parked vehicles has obstructed access by refuse collection vehicles.</p> <p>In view of the current enforcement situation in Wealden, it is unreasonable to commit our limited public resources to the management of parking restrictions within the district. It is therefore proposed to only prioritise requests for parking restrictions within Wealden if they will positively contribute to the reduction of an identified road safety issue and be self-enforcing.</p>	<p>To not uphold the Objection and to implement the Order as advertised.</p>
Resident of Windsor Way	<p>The resident is concerned that the proposed parking restrictions on Windsor Way may result in the on-street</p>	<p>The proposed restriction on Windsor Way was requested by local residents and Polegate Town Council. The proposal aims to improve safety by restricting parking along the inside of the bend, in order to maintain</p>	<p>To not uphold the Objection and to implement the Order as advertised.</p>

	<p>parking being displaced to the off-street parking area behind their property, and has requested additional restrictions to address this.</p>	<p>sightlines of oncoming traffic, particularly during the peak periods when there is a high demand for short-term parking associated with the nearby School on Oakleaf Drive.</p> <p>The hardstanding area leading to the garages does not form part of the public highway, and as such, East Sussex County Council is unable to provide restrictions within the private parking area. In these circumstances, the landowner may wish to consider placing their own signage to advise drivers of its status as a private road, and it is understood that there a number of signs to this effect already.</p>	
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**East Sussex**  
County Council

Polegate Parking Review - location plan

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SCALE	1 : 5000
DATE	24/08/2018
DRAWING NO.	Appendix 3
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Committee:	<b>Regulatory Planning Committee</b>
Date:	<b>12 September 2018</b>
Report by:	<b>Director of Communities, Economy and Transport</b>
Title of Report	<b>Traffic Regulation Orders – Hastings Parking Review 2017-2018</b>
Purpose of Report	<b>To consider the objections received in response to the formal consultation on the draft Traffic Regulation Orders associated with the Hastings Parking Review</b>
Contact Officer:	<b>Michael Blaney -Tel. 01424 726142</b>
Local Members:	<b>Councillors Beaver, Charman, Clarke, Godfrey Daniel, Loe, Pragnell, Scott and Webb</b>

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## **RECOMMENDATION**

**The Planning Committee is recommended to:**

- 1. Uphold the objections to the draft Order as set out in Appendix 1 to this report.**
- 2. Uphold, in part, the objections to the draft Order as set out in Appendix 2 to this report.**
- 3. Not uphold the objections to the draft Order as set out in Appendix 3 of this report.**
- 4. 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 March 2018 to see whether there was enough public support to introduce controls such as double yellow lines or changes to permit parking schemes in Hastings.
- 1.2** Feedback from the consultations led to formal proposals being developed. These formal proposals were advertised, together with the draft Traffic Regulation Order (TRO) (a copy of which is attached at Appendix 4) in the Hastings Observer on 6 July 2018. Notices and copies of the relevant plans

were placed on posts and lamp-columns in the affected areas. Approximately 670 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 27 July 2018.

- 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.
- 1.4 During the formal consultation 75 items of correspondence were received. These included 44 objections and 31 items of support. One of the objections was to all proposals and one to proposals in Old Town only. Five of the objections have now been withdrawn.

## **2. Comments and Appraisal**

- 2.1 Each item of correspondence has been considered individually and a summary of the objections and officer comments are included in Appendices 1, 2 and 3. Plans and photographs showing the areas objected to are included in the Additional Information Pack.

- 2.2 Following consideration of the responses, it is recommended to withdraw the following proposal (summarised in Appendix 1):

- Bexhill Road – relocation of the existing bus stop from Nos 41/43 to Nos 31/33 and removal of the time limited bay.

Officers are satisfied that the objections received to this proposal do provide sufficient grounds to warrant its withdrawal.

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

- Robsack Avenue – modify the proposal to reduce the length of the proposed double yellow lines on the south-west side of the short section of Robsack Avenue leading to Church Wood Drive;
- Little Ridge Avenue – modify the proposal to remove the proposed time limited bay and double yellow lines on the north-east side.

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.

- 2.4 With regard to objections relating to Burton Way, Linton Road, Beaufort Road, All Saints Street, The Bourne, Winchelsea Lane, Hillside Road, Emmanuel Road, and Old London Road, as set out in Appendix 3, it is not considered that these objections provide sufficient grounds 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.

2.5 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 upheld and some minor modifications can be incorporated into the Order, whilst 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 TRO 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 1, upholds in part the objections in Appendix 2, does not uphold the objections in Appendix 3, and to recommend to the Director of Communities, Economy, and Transport that the draft Order be made in part.

RUPERT CLUBB

Director of Communities, Economy and Transport

### **BACKGROUND DOCUMENTS**

## Appendix 1 – Proposals where objections are upheld

### **1. Site 1 Bexhill Road (Councillor Beaver)**

- 1.1 The proposal at this location is to relocate the existing bus stop from Nos 41/43 to Nos 31/33 and to remove the time limited bay. The request to relocate the bus stop follows complaints made by local residents to the Passenger Transport team.
- 1.2 Thirteen objections have been received from local businesses and residents on the grounds that the relocation of the bus stop will have a detrimental effect to local business including the recently opened greengrocer at No 31/33. Objectors believe that the exhaust fumes produced by buses will affect the shop's fresh fruit and vegetable produce and will have a negative impact on the trade. Objectors also believe that the removal of double yellow lines at this location will cause loading and unloading difficulties for local businesses, and the installation of the bus stop clearway near the junction with Seaside Way will cause visibility issues for drivers pulling out onto Bexhill Road.
- 1.3 Officers are satisfied that the proposed bus stop clearway could improve safety for vehicles exiting Seaside Way by improving visibility when it is not being used. It is however recognised that the change in business to a greengrocer openly displaying fresh fruit and vegetables at the shop front is an important factor to consider.
- 1.4 Having considered all of the objections, officers are satisfied that due to change in circumstances the proposal can be withdrawn.
- 1.5 Councillor Beaver has confirmed his agreement with the recommendation.
- 1.6 **Recommendation:** To uphold the objections and to withdraw the proposal.

## **Appendix 2 – Proposals where objections are upheld in part**

### **1. Site 2 Robsack Avenue (Councillor Scott)**

- 1.1 The proposal at this location is to install additional No Waiting At Any Time at the junction with Church Wood Drive and along Robsack Avenue.
- 1.2 Robsack Avenue is located near Robsack Wood Primary Academy and as such is used as a regular drop off and pick up area. Ten objections have been received along with four items of support. Four of these objections have been received from local residents and six objections have been received from parents dropping off and picking up their children. The grounds for the objections are that non-residents use this area as a short term parking only and if the proposed changes to waiting restrictions are implemented these will cause further vehicle displacement to the nearby narrower roads as well as to Church Wood Drive which is a busy road with no parking restrictions. One objector is concerned about the length of the double yellow lines as the proposal would restrict them from being able to park opposite their house.
- 1.3 The proposal follows requests from local residents experiencing difficulties with accessing their driveways caused by inconsiderate parking by non-residents. The proposals were developed following the informal consultation in March 2018. The extension to double yellow lines is proposed on the north-eastern side of Robsack Avenue to keep the approach to the bend clear and prevent cars travelling south from driving on the wrong side of the road. The double yellow lines are proposed at a length that will keep the bend clear from parked vehicles. Reducing them would compromise visibility.
- 1.4 It is however recognised that the proposals can be modified slightly to allow parking on the south-east side near the junction with Church Wood Drive (to the side of No 2) while maintaining safety at the junction.
- 1.5 Councillor Scott has confirmed his agreement with the recommendation.
- 1.6 **Recommendation:** To uphold, in part, the objections and to modify the proposal.

### **2. Site 3 Little Ridge Avenue (Councillor Pragnell)**

- 2.1 The proposal at this location is to install time limited bays and double yellow lines on both sides of Little Ridge Avenue near Tesco Express.
- 2.2 Little Ridge Avenue is a busy road located near Conquest Hospital and Little Ridge Primary Academy. The area suffers from commuter parking caused by hospital workers as well as parents dropping off and picking up their children. Two objections have been received from local residents on the grounds that the proposed time limited bays will cause vehicle displacement and will add further problems to already congested nearby roads.
- 2.3 The proposal follows a petition presented at the full Council meeting on 27 March 2018. Visitors to the area requested time limited parking bays to help them park near the doctors surgery and local shops as all day parking by staff

working at the hospital makes this difficult. Time limited bays will increase the turnover of parking spaces making it easier for visitors and shoppers to park. Extensions to existing double yellow lines were also proposed to enhance safety by making it easier to pull in and out of the lay-bys.

- 2.4 After considering the responses, officers are satisfied that the proposals can be modified so that only the proposed changes on the south-west side should be installed and to remove the proposed changes to parking controls on the north-east side of Little Ridge Avenue. This will provide around ten time-limited parking spaces for visitors to the surgery and local shops.
- 2.5 Councillor Pragnell has confirmed his agreement with the recommendation.
- 2.6 **Recommendation:** To uphold, in part, the objections and to modify the proposal.



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

**1 Site 4 Linton Road (Councillor Godfrey Daniel)**

- 1.1 The proposal is to replace the existing business permit bay on the south-west side with a resident permit holder only bay and to reduce the length of the business permit bay on the north-east side.
- 1.2 One objection has been received from a business permit holder on the grounds that more parking spaces should be made available to business permit holders in this area. The objector also believes that the high kerb along the bridge needs to be lowered so vehicles can be accessed from the pavement side. The objector believes that unless the kerb is restructured, the proposed changes are unsafe and unsuitable for permit holders and their children.
- 1.3 The proposed changes follow requests from local residents experiencing difficulties with parking in the nearby Cornwallis Gardens area.
- 1.4 There are approximately twenty-five business permit only parking spaces in Linton Road with only 7 business permits currently issued. In 2017, 5 business permits were issued. This means that for the majority of the time around 18-20 parking spaces remain empty for most of the time. There is no indication that the demand for business permits will increase in the near future.
- With requests for further parking bays in and around Cornwallis Gardens, the proposal will provide around 13 additional resident permit spaces while keeping 12 spaces reserved for the current business permit holders.
- 1.5 The request to lower the kerb height on the bridge has been passed to East Sussex Highways for consideration.
- 1.6 **Recommendation:** To not uphold the objection and to install the proposals as advertised.

**2 Site 5 Burton Way (Councillor Webb)**

- 2.1 The proposal at this location is to prevent vehicles from parking on the footway at any time on the west side of Burton Way.
- 2.2 One objection has been received on the grounds that the pavement at this location is wide enough to accommodate parked vehicles. The objector believes that this area should have never been made into a pavement and it should be converted into parking area.
- 2.3 The pavement was widened around 2007 to re-inforce the one-way system in this road. Over the past year or two people have taken to parking on the pavement (between the limits of the existing double yellow lines). Regardless of the width of the pavement, footways are for pedestrians and are not constructed for vehicles to park on.

2.4 At the time of writing, Councillor Webb has not confirmed whether he agrees with the recommendation.

2.5 **Recommendation:** To not uphold the objections and install the proposal as advertised.

### **3 Site 6 Beaufort Road (Councillor Clarke)**

3.1 The proposal at this location is to reduce the length of the time limited bay in Beaufort Road.

3.2 One objection has been received from a resident of Beaufort Court who believes that if the proposed changes are implemented, the employees of the nearby bus depot will park outside Beaufort Court making it difficult for carers and visitors to park.

3.3 The proposed changes to parking restrictions in Beaufort Road follow requests from local residents to introduce a resident permit parking scheme in Vale Road, Strood Road, and Chatham Road. Parking is at a premium in this area due to the local shops and businesses and the high residential demand. Previous consultation took place in 2015 to introduce a shared parking scheme throughout the Silverhill area but there was little support for this.

3.4 The time limited bay outside Beaufort Court is little used and it is proposed to reduce the length of this parking bay. This would free up some long term parking space which could in turn have the effect of alleviating pressures on parking in surrounding roads. The proposals would also retain around five two-hour parking spaces for carers and visitors using Beaufort Court.

3.5 Councillor Clarke has confirmed his agreement to the recommendation.

3.6 **Recommendation:** To not uphold the objections and to install the proposals as advertised.

### **4 Site 7 The Bourne (Councillor Charman)**

4.1 The proposal in this part of The Bourne is to replace the existing pay and display bays with shared use bays and to extend the operational times of bays from 9am-6pm to 9am-8pm.

4.2 Three objections have been received to the proposal. Two of the objections were from local business owners who park in this area in the evenings for free after 6pm. The objectors believe that the proposed changes and the parking policies in Hastings discourage visitors which has an adverse effect on local businesses and tourism. The third objection is on the grounds that the proposal will not help local residents but will increase the cost to visitors.

4.3 The proposals in The Bourne follow requests from Hastings Old Town Residents Association (HOTRA) to increase the amount of parking available to resident permit holders, as well as reports about parking difficulties after 6pm. The proposed changes will provide permit holders with additional

parking spaces between 6pm and 8pm while also allowing any visitors to park for payment.

- 4.4 At the time of writing, Councillor Charman has not confirmed her agreement with the proposals.
- 4.5 **Recommendation:** To not uphold the objections and to implement the proposal as advertised.

## **5 Site 8 All Saints Street (Councillor Charman)**

- 5.1 The proposal at this location is to install a loading ban on the north-west side of All Saints Street, opposite the junction with Ebenezer Road.
- 5.2 Five objections have been received along with five items of support. The grounds of the objections are that the installation of a loading ban at this location will have a detrimental effect on the businesses that rely on double yellow lines to do their deliveries. Local residents expressed their concerns that the proposal will limit the available space currently used by residents for loading and unloading domestic items such as shopping. Some objectors are also concerned that this is a busy road and that disabled people will no longer be permitted to park in this area.
- 5.3 The proposal follows reports about the obstructive parking opposite Ebenezer Road. Vehicles parked in this area cause issues for those wishing to enter or exit Ebenezer Road. Residents have expressed their concerns about emergency vehicles being unable to access the road. Following several site visits it is felt that any vehicles parked opposite the junction could cause obstruction and can block the access. The proposed changes will prevent obstruction and will maintain access.
- 5.4 Deliveries, loading, and unloading can all take place in any of the existing permit holder bays provided that the activity is continuous and the vehicle is moved after the delivery or loading activity has taken place.
- 5.5 At the time of writing, Councillor Charman has not confirmed her agreement with the proposals.
- 5.6 **Recommendation:** To not uphold the objections and to install the proposals as advertised.

## **6 Site 9 Winchelsea Lane (Councillor Loe)**

- 6.1 The proposal at this location is to amend the Traffic Regulation Order for the existing footway and verge parking ban. This is purely a change to the wording in the TRO and there will be no physical change on site.
- 6.2 One objection has been received on the grounds that the proposed restrictions are unworkable.
- 6.3 There is an anomaly with the TRO for the current 'No stopping on footway or verge' control in Winchelsea Lane. To address this issue it has been proposed

to correct the Traffic Regulation Order. Once corrected, enforcement officers can resume enforcement in this area.

- 6.4 At the time of writing, Councillor Loe has not confirmed his agreement with the recommendation.
- 6.5 **Recommendation:** To not uphold the objections and to install the proposals as advertised.

## **7 Site 10 Hillside Road (Councillor Pragnell)**

- 7.1 The proposals in the Hillside Road area are to install sections of double yellow lines along Hillside Road as well as at the junctions with Grange Road and Parkstone Road. It is also proposed to extend the existing single yellow line outside Nos 252-254 and to install a bus stop clearway outside No 220.
- 7.2 Six objections have been received along with sixteen items of support. The grounds of the objections are that the proposed changes to waiting restrictions will cause vehicle displacement, further restrictions should be implemented in Chanctonbury Drive and Ranmore Close and that if the proposals are installed as advertised vehicles will park in unrestricted areas causing obstruction to through traffic including buses and emergency vehicles as well as difficulties to access driveways.
- 7.3 The proposed changes follow numerous requests from local residents to introduce new restrictions in the area to address problems caused by all day commuter parking, to prevent obstruction to through traffic and to maintain visibility at junctions. Any new restrictions are likely to cause vehicle displacement.
- 7.4 The informal consultation proposed single yellow line restrictions (no waiting Monday to Friday 10am to 11am) in the surrounding roads to prevent all day parking. Feedback from the consultation showed that there was no general support from local residents for this proposal. There was however a consistency in responses to introduce double yellow lines in Hillside Road, to fill the 'gap' in the access road between Chanctonbury Drive and Hillside Road, to provide double yellow lines at the entrances to Clover Lea, St Helens Wood Road, and between Parkstone Road and Grange Road.
- 7.5 The formal proposals were amended to reflect the comments received from local residents and will maintain access for large vehicles, prevent obstruction to through traffic and maintain visibility at junctions.
- 7.6 Two of the objectors also feel that the existing double yellow lines in Little Ridge Avenue should be extended and that footway or verge ban needs to be installed in Hillside Road. They have been advised that additional controls cannot be introduced at this stage of the process.
- 7.7 Councillor Pragnell has confirmed his agreement with the recommendation.
- 7.8 **Recommendation:** To not uphold the objections and install the proposals as advertised.

## **8 Site 11 Emmanuel Road (Councillor Charman)**

- 8.1 The proposal is to formalise the existing disabled bay outside Nos 48-52 and to extend it by approximately 1 metre to meet the standard size of 6.6 metres.
- 8.2 One objection has been received on the grounds that the bay is rarely used due to the applicant not owning a vehicle. The objector is a local resident who feels that the bay is currently large enough for the applicant to use. The objector expressed his concerns that the blue badge is never displayed in the vehicle and that the bay is used incorrectly. The resident also reported aggressive behaviour of the driver and lack of consideration to the blue badge holder who is under the driver's care.
- 8.3 The disabled bay in Emmanuel Road has been provided following a successful application from a resident who has met all of the Council's criteria for providing a disabled bay. The Blue Badge team are also aware of the allegation of blue badge misuse and have not found grounds for further investigation. The extension by 1 metre has been proposed to meet the Department for Transport's minimum requirement of 6.6 metres for each individual disabled persons parking place. The bay is currently advisory therefore no enforcement action can be taken if a vehicle parks without displaying a valid blue badge.
- 8.4 At the time of writing, Councillor Charman has not confirmed her agreement with the recommendation.
- 8.5 **Recommendation:** To not uphold the objection and to install the proposal as advertised.

## **9 Site 12 Old London Road (Councillor Loe)**

- 9.1 The proposal is to introduce a loading ban at any time in Old London Road, Saxon Road, Fairlight Road and Victoria Avenue.
- 9.2 One objection has been received on the grounds that Tesco Express should not have been granted permission to open in Old London Road and increasing parking restrictions will only make things worse. The objector has also raised his concerns about the enforcement of current restrictions.
- 9.3 The proposal in this area follows reports about dangerous, obstructive and inconsiderate parking outside the peak time loading hours and are designed to address this. Parking pressures have increased since the store opened and the introduction of a loading ban at all times will help prevent dangerous parking as well as improving traffic flow and general road safety in the area.
- 9.4 At the time of writing, Councillor Loe has not confirmed his agreement with the recommendation.
- 9.5 **Recommendation:** To not uphold the objection and to install the proposals as advertised.

## Appendix 4 – Proposed Traffic Regulation Order (TRO)

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

1. Delete items 85 (b) 1 and 85 (c) 1 and insert item 85 (b) 1 as follows:

85	Chanctonbury Drive	(b)	North and West Side	1	From its junction with Hillside Road, eastwards then northwards along the kerbline to a point 4 metres north of the rear boundary of Nos. 242/244 Hillside Road.
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2. Insert item 112 (c) 3 as follows:

112	Cornwallis Terrace	(c)	South Side	3	From its junction with Cornwallis Gardens, eastwards for a distance of 12 metres.
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3. Delete item 180 (b) 1 and insert items 180 (a) 3, (b) 1, (b) 2 and (c) 2 as follows:

180	Grange Road	(a)	Both Sides	3	From its junction with Hillside Road, north-westwards for a distance of 10 metres.
180	Grange Road	(b)	North-west Side	1	From a point 25 metres south-west of its junction with Wrotham Close, north-eastwards to its junction with The Ridge.

180	Grange Road	(b)	North-west Side	2	From a point 10 metres south-west of its junction with Clover Lea, north-eastwards to a point 10 metres north-east of its junction with Clover Lea.
180	Grange Road	(c)	South-east Side	2	From a point 10 metres south-west of its junction with St Helens Wood Road, north-eastwards to a point 10 metres north-east of its junction with St Helens Wood Road.

4. Delete item 206 (a) 2, and insert items 206 (a) 2, 3, and (b) 4 as follows:

206	Hillside Road	(a)	North-east Side	2	From a point 7 metres north-west of the boundary of Nos. 244/246, south-eastwards to a point 15 metres south-east of its junction with Parkstone Road.
206	Hillside Road	(a)	North-east Side	3	From a point 10 metres north-west of its junction with Grange Road, south-eastwards to a point 10 metres south-east of its junction with Grange Road.
206	Hillside Road	(b)	South-west Side	4	From the boundary of Nos. 201/203, south-eastwards to a point 6 metres north-west of the boundary of Nos. 179/181.

5. Insert items 222 (a) 2 and 222 (e) 1 as follows:

222	Kenilworth Road	(a)	North-east Side	2	From a point 10 metres north-west of its junction with Rothsay Road, south-eastwards to a point 10 metres south-east of its junction with Rothsay Road.
222	Kenilworth Road	(e)	Both Sides	1	From its junction with Pevensey Road, south-eastwards for a distance of 10 metres.

6. Delete items 234 (a) 4, (b) 7, and (b) 9 and insert items 234 (a) 4 and (b) 7 as follows:

234	Little Ridge Avenue	(a)	South Side	4	From a point 7 metres east of the prolongation of the eastern kerbline of Chalvington Drive, eastwards to a point 16 metres east of its junction with Highlea Close.
234	Little Ridge Avenue	(b)	North side	7	From a point 15 metres east of its junction with Harvest Way, north-westwards to the western rear boundary of No. 4 The Meadows.

7. Insert item 262 (a) 2 as follows:

262	Middle Road	(a)	North-west Side	2	From a point 10 metres north-east of its junction with Old Top Road, south-westwards to a point 8.5 metres south-west of its junction with Old Top Road.
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8. Insert item 272 (d) 1 as follows:

272	Nelson Road	(d)	North-east Side	1	From a point 0.5 metre north-west of the northern boundary of No. 18, south-eastwards for a distance of 13.5 metres.
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9. Insert item 290 (a) 2 as follows:

290	Old Top Road	(a)	Both Sides	2	From its junction with Middle Road, north-westwards for a distance of 10 metres.
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10. Insert item 295 (c) 1 as follows:

295	Parkstone Road	(c)	Both Sides	1	From its junction with Hillside Road, westwards for a distance of 12.5 metres.
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11. Delete item 301 (d) 1 and insert items 301 (d) 1 and (e) 1 as follows:

301	Pevensey Road	(d)	South Side	1	From a point 10 metres west of its junction with Upper Maze Hill, eastwards to a point 18 metres east of its junction with Kenilworth Road.
301	Pevensey Road	(e)	North Side	1	From a point 8 metres west of its junction with Upper Maze Hill, eastwards to a point 20 metres east of its junction with Upper Maze Hill.

12. Delete item 325.5 (a) 1 and insert items 325.5 (a) 1, 325.5 (c) 1 and 325 (d) 1 as follows:

325.5	Robsack Avenue	(a)	North-east Side	1	From a point 7 metres south-west of the boundary of Nos. 17/19, westwards and north-westwards for a distance of 102 metres.
325.5	Robsack Avenue	(c)	South-east Side	1	From its junction with Church Wood Drive, north-eastwards then south-eastwards to a point 7 metres north-west of the boundary of Nos. 2/4.



325.5	Robsack Avenue	(d)	North-west Side	1	From its junction with Church Wood Drive, north-eastwards for a distance of 10 metres.
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13. Insert item 329.5 as follows:

329.5	Rothsay Road	(a)	Both Sides	1	From its junction with Kenilworth Road, north-eastwards for a distance of 10 metres.
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14. Insert items 355.5 as follows:

355.5	Silvan Road	(a)	Both Sides	1	From its junction with Church Wood Drive south-eastwards for a distance of 15 metres.
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15. Delete item 383 (b) 1 and insert item 383 (b) 1 as follows:

383	St Pauls Road	(b)	West Side	1	From its junction with Bohemia Road, northwards for a distance of 13 metres.
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16. Insert item 430 (c) as follows:

430	Upper Maze Hill	(c)	Both Sides	1	From its junction with Pevensey Road, northwards for a distance of 10 metres.
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**(ii) Schedule Five, Prohibition of Waiting Between 8.00am and 6.00pm, Monday to Friday, that this Schedule be amended as follows:**

1. Insert item 3.5 as follows:

3.5	Hillside Road	(a)	North-east Side	1	From the northern boundary of No. 266, southwards to a point 2 metres south-east of the boundary of Nos. 250/252.
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**(iii) Schedule Ten A, Prohibition of Loading At Any Time, that this Schedule be amended as follows:**

1. Insert item 0.5 as follows:

0.5	All Saints Street	(a)	North-west Side	1	From the boundary of Nos.135/136, north-eastwards for a distance of 18 metres.
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2. Insert item 0.6 as follows:

0.6	Claremont	(a)	West Side	1	From a point 2 metres north of the boundary of Nos. 11/12, northwards to a point 3 metres north of the boundary of Nos. 13/14.
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3. Insert item 0.7 as follows:

0.7	Fairlight Road	(a)	North-west Side	1	From its junction with Old London Road, north-eastwards for a distance of 21 metres.
0.7	Fairlight Road	(b)	South-east Side	1	From its junction with Old London Road, north-eastwards for a distance of 19 metres.

4. Insert item 3.3 as follows:

3.3	Old London Road	(a)	North-west Side	1	From a point 2 metres north-east of the boundary of Nos. 476/478, north-eastwards to the boundary of Nos. 490/492.
3.3	Old London Road	(b)	South-east Side	1	From its junction with Fairlight Road, north-eastwards for a distance of 12 metres.

5. Delete item 3.5 and insert item 3.5 as follows:

3.5	Queens Road	(a)	Both Sides	1	From its junction with Albert Road, south-westwards for a distance of 20 metres.
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6. Insert item 6.5 as follows:

6.5	Saxon Road	(a)	North-east Side	1	From its junction with Old London Road, south-eastwards to its junction with Offa Road.
6.5	Saxon Road	(b)	South-west Side	1	From its junction with Old London Road, south-eastwards for a distance of 20 metres.

7. Insert item 12 as follows:

12	Victoria Avenue	(a)	Both Sides	1	From its junction with Old London Road, north-westwards for a distance of 15 metres.
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**(iv) Schedule Eleven, Prohibition of Loading Between 8.30am and 9.30am And Between 4.45pm and 6.00pm Monday to Saturday, that this Schedule be amended as follows:**

1. Delete item 17 and insert item 17 as follows:

17	Old Road	London	(a)	South-east Side	1	From a point 15 metres south-west of its northern junction with Ashburnham Road, northwards to its junction with Fairlight Road.
17	Old Road	London	(a)	South-east Side	2	From a point 15 metres north-east of its junction with Fairlight Road, northwards to the boundary of Ore Clinic and No. 439.

2. Delete item 26 (Victoria Avenue, both sides, From its junction with Old London Road, north-westwards for a distance of 15 metres)

**(v) 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 C Cornwallis – insert item 4 as follows:

4	Linton Road		(a)	North-east Side	1	From a point 28.5 metres north-west of its junction with Cornwallis Gardens, north-westwards for a distance of 65 metres.
4	Linton Road		(b)	South-west Side	1	From a point 7 metres north-west of its junction with Holmesdale Gardens, north-westwards for a distance of 15.5 metres.

2. Area F Old Town – insert item 7.6 as follows:

7.6	Marine Parade Service Road		(a)	South Side	1	From a point 3 metres east of its western junction with Marine Parade, eastwards to a point 2 metres west of its eastern junction with Marine Parade.
7.6	Marine Parade Service Road		(b)	North Side	1	From a point 3 metres east of the western boundary of No. 6, eastwards to the boundary of Nos. 2/3.
7.6	Marine Parade Service Road		(c)	East Side	1	From a point 5 metres north of its junction with East Parade, northwards for a distance of 9 metres.

**(vi) 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 - insert items 2 (a) 1 and 2 (b) 1 as follows:

2	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.
2	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-westwards to a point 1.5 metres south-east of the prolongation of the boundary of Nos. 58/60.

2. Area G Milward - insert items 3 (a) 1, 2, 7 and 8 as follows:

3	Milward Road	(a)	East Side	1	From a point opposite a point 1 metre south-west of the boundary of Nos. 89-91, south-westwards to a point 2 metres north-east of the boundary of Nos. 58/60.
3	Milward Road	(a)	East Side	2	From a point 1 metre north-east of the boundary of Nos. 54/56, south-westwards to the boundary of Nos. 46/48.
3	Milward Road	(a)	East Side	7	From a point 3 metres north-east of the boundary of Nos. 32/34, north-eastwards for a distance of 28 metres.
3	Milward Road	(a)	East Side	8	From a point 3 metre north-east of the boundary of Nos. 30/32, south-westwards to a point opposite a point 2 metres south-west of the boundary of Nos. 9/11.

3. Area G Milward - delete item 4 (a) 4 and insert items 4 (a) 4 and 5 as follows:

4	Nelson Road	(a)	Inner Side	4	From a point 0.5 metre north-west of the northern boundary of No. 18, north-westwards to a point 6 metres north-west of the rear boundary of Nos. 26/28.
4	Nelson Road	(a)	Inner Side	5	From the south-western building line of No. 2, northwards to the boundary of Nos. 14/16.

4. Area H Braybrooke - delete item 1 (a) 2 and insert items 1 (a) 2 and 3 as follows:

1	Baldslow Road	(a)	North-east Side	2	From a point opposite a point 4.5 metres north-west of the prolongation of the boundary of Nos. 21/ 23, south-eastwards to a point 1 metre north-west of the boundary of Nos. 4/6.
1	Baldslow Road	(a)	North-east Side	3	From a point 5.5 metres south-east of the boundary of Nos. 4/6, south-eastwards to a point 15 metres north-west of its junction with Elphinstone Road.

5. Area H Braybrooke - delete item 4 (a) 1 and insert 4 (a) 1 as follows:

4	Braybrooke Road	(a)	South-east Side	1	From the boundary of Nos. 6/8, north-eastwards to the western building line of No. 82.
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6. Area H Braybrooke - delete items 9 (a) 1 and 2 and insert 9 (a) 1 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 12 metres south-west of the junction with Priory Avenue.
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7. Area H Braybrooke - remove Elphinstone Road from list of qualifying streets and insert Elphinstone Road as follows:

Elphinstone Road – Nos. 1 to 11 odd numbers and Lyndhurst and Nos. 2, 2c, 2d, 2e, 2f, 2g, 2h and Garden Flat 1, 8 Elphinstone Road.

**(vii) Schedule Fifteen, Parking Places for use by Business User permit Holders Only, 9.00am to 8.00pm On All Days, that this Schedule be amended as follows:**

1. Delete item 1 and insert item 1 as follows:

1	Linton Road	(a)	North-east Side	1	From the southern boundary of No. 62, south-eastwards for a distance of 60 metres
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**(viii) Schedule Seventeen, 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 12 (The Bourne)

**(ix) 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, that this Schedule be amended as follows:**

1. Insert item 3 as follows:

3	The Bourne	(a)	North-west Side	1	From a point 40 metres north east of its junction with Roebuck Street, north eastwards for a distance of 32 metres.
3	The Bourne	(a)	North-west Side	2	From a point opposite a point 8 metres south-west of the southern building line of No. 106, south-westwards for a distance of 30 metres.

**(x) 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 1 (b) 2 and insert item 1 (b) 2 as follows:

1	Beaufort Road	(b)	South Side	2	From a point 19 metres east of the eastern boundary of No. 40, eastwards for a distance of 25 metres.
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2. Delete item 2 (a) 2 and insert item 2 (a) 2 as follows:

2	Bexhill Road	(a)	South Side	2	From the western boundary of No. 27, eastwards to the boundary of Nos. 7/9.
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3. Insert item 3.5 as follows:

3.5	Little Ridge Avenue	(a)	South Side	1	From a point 32 metres north-west of its junction with Hare Way, north-westwards for a distance of 56 metres.
3.5	Little Ridge Avenue	(b)	North Side	1	From the western rear boundary of No. 4 The Meadows, north-westwards for a distance of 59 metres.

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

1. Insert item 5 (a) 1 as follows:

5	Ashburnham Road	(a)	East Side	1	From a point 17 metres north-east of its junction with Mount Road, north-eastwards for a distance of 6.6 metres.
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2. Insert item 6 (b) 1 as follows:

6	Baldslow Road	(b)	North-east Side	1	From a point 1 metre north-west of the boundary of Nos. 4/6, south-eastwards for a distance of 6.6 metres.
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3. Insert item 9 (b) 1 as follows:

9	Beaconsfield Road	(b)	North Side	1	From the boundary of Nos. 53/55, westwards for a distance of 6.6 metres.
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4. Insert item 10.5 (a) 2 as follows:

10.5	Braybrooke Road	(a)	South-east Side	2	From the boundary of Nos. 4/6, north-eastwards for a distance of 6.6 metres.
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5. Delete item 17 (Caves Road) and insert item 17 as follows:

17	Castle Hill Road	(a)	South-east Side	1	From a point 19 metres north-east of the north-eastern boundary of No 115, north-eastwards for a distance of 6.6 metres.
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6. Insert item 28 (a) 3 as follows:

28	Edinburgh Road	(a)	East Side	3	From a point 8 metres south of the southern building line of No. 95, south-westwards for a distance of 3.4 metres.
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7. Insert item 31 (a) 1 as follows:

31	Emmanuel Road	(a)	South-east Side	1	From a point 4.5 metres south-west of the southern boundary of No. 54, south-westwards for a distance of 6.6 metres.
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8. Insert item 36 (a) 2 as follows:

36	Hardwicke Road	(a)	North-west Side	2	From the boundary of Nos. 21/23, north-eastwards for a distance of 11 metres.
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9. Insert item 38 (a) 4 as follows:

38	Hughenden Road	(a)	North Side	4	From a point 1 metre east of the boundary of Nos. 43/45, westwards for a distance of 6.6 metres.
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10. Insert item 44 (b) 1 as follows:

44	Malvern Way	(b)	South-east Side	1	From a point 0.5 metre south of the boundary of Nos. 156/158, southwards for a distance of 6.6 metres.
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11. Insert item 46 (b) 1 as follows:

46	Manor Road	(b)	North-east Side	1	From a point 19 metres south-east of its junction with Mount Pleasant Road, southwards for a distance of 6.6 metres.
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12. Delete item 47 (a) 6 as follows:

47	Marina	(a)	North Side	6	From the boundary of Nos. 127/128, westwards for a distance of 6.6 metres.
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13. Delete item 60 (a) 1 and insert item 60 (a) 1 as follows:

60	Pevensey Road	(a)	South-west Side	1	From the boundary of Nos. 21/23, south-eastwards for a distance of 6.6 metres.
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14. Insert item 70.5 (a) 1 as follows:

70.5	Saxon Street	(a)	North-west Side	1	From a point 4 metres north-east of its junction with London Road north-eastwards for a distance of 6.6 metres.
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15. Insert item 80.4 (a) 1 as follows:

80.4	Stainsby Street	(a)	North-east Side	1	From the boundary of Nos. 2/3, north-westwards to the boundary of Nos. 3/4.
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16. Delete item 76 (a) 2 as follows:

76	St George's Road	(a)	South-east Side	2	From the boundary of Nos. 122/124, south-westwards for a distance of 6.6 metres.
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17. Delete item 80.7 (a) 1 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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18. Delete item 85.5 (a) 1 as follows:

85.5	The Ridge	(a)	North-east Side	1	From a point 5 metres north-west of the south-eastern boundary of No. 806,
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					north-westwards for a distance of 6.6 metres
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19. Delete item 101 (a) 1 as follows:

101	Wilmington Road	(a)	South-east Side	1	From a point 0.8 metres south west of the boundary of Nos. 3/4, north eastwards for a distance of 6.3 metres
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**(xii) Schedule Twenty-One, Police Parking Places, that this Schedule be amended as follows:**

1. Insert item 1.5 (a) 1 as follows:

1.5	North Road	(a)	South Side	1	From a point 6.5 metres south-west of its junction with Bohemia Road, south-westwards for a distance of 6.6 metres.
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**(xiii) Schedule Forty-Two, Prohibition of Stopping On The Footway or Verge At Any Time, that this Schedule be amended as follows:**

1. Insert item 14.5 (a) 1 as follows:

14.5	Burton Way	(a)	West Side	1	For its entire length.
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2. Insert item 21.5 (a) 1 as follows:

21.5	East Beach Street	(a)	North-west Side	1	From a point 4 metres north-east of the eastern boundary of No. 3, north-eastwards to its junction with The Bourne.
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3. Insert item 23.5 (a) 1 as follows:

23.5	Eversfield Place	(a)	North-west Side	1	From its junction with Warrior Square, north-eastwards to the boundary of Nos. 4/5.
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4. Insert item 48.5 (a) 1 as follows:

48.5	Marine Parade	(a)	North Side	1	From its junction with George Street, eastwards for a distance of 43 metres.
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5. Insert item 70.5 (a) 1 as follows:

70.5	The Bourne	(a)	North-west Side	1	From its junction with East Beach Street, north-eastwards to its junction with Winding Street.
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6. Delete item 72.5 (a) 1 and insert item 72.5 (a) 1 as follows:

72.5	Winchelsea Lane	(a)	East Side	1	From its junction with Churchill Avenue, northwards to the southern boundary of No. 16.
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**(xiv) Schedule Fifty-Three, Cycle Lanes, that this Schedule be amended as follows:**

1. Insert item 0.5 (a) 1 as follows:

0.5	East Beach Street	(a)	North-west Side	1	From a point 8.5 metres east of the eastern boundary of No. 3, north-eastwards for a distance of 23 metres.
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**(xv) 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 During School Term Time, that this Schedule be amended as follows:**

1. Insert item 3.5 (a) 1 as follows:

3.5	Brightling Avenue	(a)	North-west Side	1	From its junction with Middle Road, north-eastwards for a distance of 17 metres.
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2. Insert item 12.5 (a) 1 as follows:

12.5	Middle Road	(a)	North-west Side	1	From its junction with Brightling Avenue, south-westwards to a point 1 metre south-west of the boundary of Nos. 1/2.
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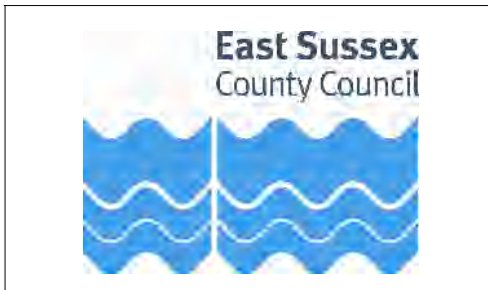
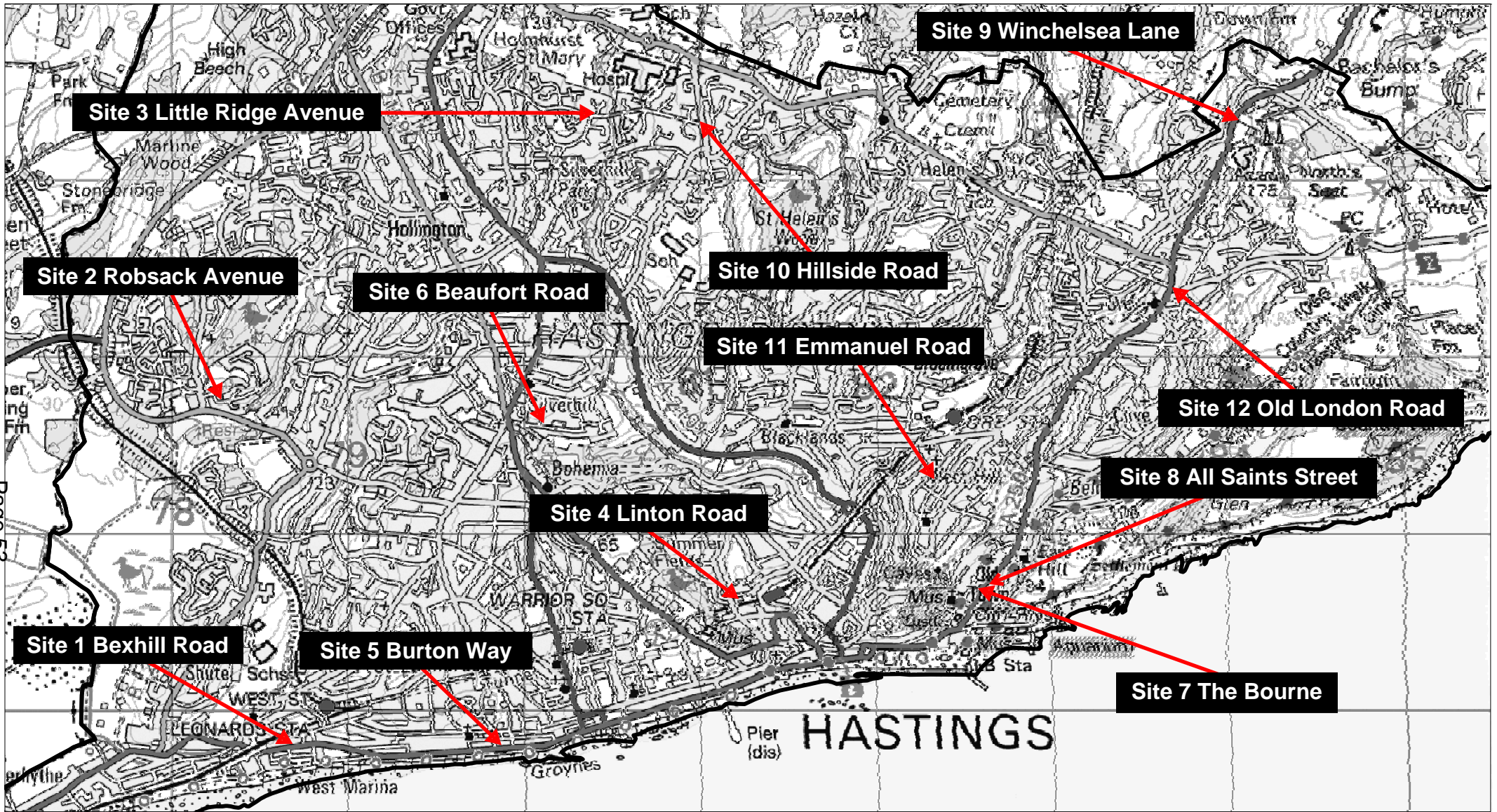
This Order may be cited as “The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013 (Various Roads) Amendment Order 201\* No. \*” and shall come into effect on xx xxxx xxxx


THE COMMON SEAL of )  
EAST SUSSEX COUNTY COUNCIL )  
was affixed hereto )  
on the xx<sup>th</sup> day of xxxxx )  
Two Thousand and )  
in the presence of:

AUTHORISED SIGNATORY

H & T Ctte. 2.4.74 - para 4.2 joint report of Director of Legal & Community Services & County Engineer - para 4.

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 Hastings Parking Review  
 Sites Attracting Objections

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Committee:	<b>Regulatory Planning Committee</b>
Date:	<b>12 September 2018</b>
Report by:	<b>Director of Communities, Economy and Transport</b>
Title of Report	<b>Traffic Regulation Orders – Lewes Town and District Parking Review 2017-2018</b>
Purpose of Report	<b>To consider the objections received in response to the formal consultation on the draft Traffic Regulation Orders associated with the Lewes Town and District Parking Review</b>
Contact Officer:	<b>Michael Blaney -Tel. 01424 726142</b>
Local Member:	<b>Councillor Boorman, Councillor Phillip Daniel, Councillor Lambert, Councillor O’Keeffe and Councillor Osborne</b>

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## **RECOMMENDATION**

**The Planning Committee is recommended to:**

- 1. Uphold the objections to the draft Order as set out in Appendix 1 to this report.**
  - 2. Uphold, in part, the objections to the draft Order as set out in Appendix 2 to this report.**
  - 3. Not uphold the objections to the draft Order as set out in Appendix 3 of this report**
  - 4. 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 Lewes District are held on a priority ranking database, with those requests ranking high enough being progressed to consultation. Informal consultations began in December 2017 to see whether there was enough public support to introduce controls such as double yellow lines or changes to permit parking schemes in a number of locations in the district.
- 1.2 Feedback from the consultations led to formal proposals being developed. These formal proposals were advertised, together with the draft Traffic Regulation Order (TRO) (a copy of which is attached at Appendix 4) in the Sussex Express on 27 April 2018. Notices and copies of the relevant plans were placed on posts and lamp-columns in the affected areas. Approximately 1300 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 25 May 2018.
- 1.3 Copies of the formal proposals were sent to relevant district and parish Councillors, County Councillors and statutory consultees including the emergency



services. Copies of all supporting correspondence are available in the Members' Room.

- 1.4 During the formal consultation 124 items of correspondence were received. These included 70 objections and 54 items of support.

## **2. Comments and Appraisal**

- 2.1 Each item of correspondence has been considered individually and a summary of the objections and officer comments are included in Appendices 1,2, and 3. Plans and photographs showing the areas objected to are included in the Additional Information Pack.

- 2.2 Following consideration of the responses, it is recommended to withdraw the following proposal (summarised in Appendix 1):

- Cliff Gardens, Esplanade, Martello Road, (Seaford) –

Officers are satisfied that the objections received are justified and further investigation is needed before these proposals can be introduced. It is likely that a new TRO will be proposed at a later date.

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

- Lewes High Street – modify the proposal to withdraw the proposed relocation of the loading bay from outside Cummings bookshop to outside No 73 (opposite Castle Gates)

Officers are satisfied that the withdrawal of this proposal does not involve a substantial change to the draft Order.

- 2.4 With regard to objections relating to Blatchington Road (Seaford), Friars Walk (Lewes), the proposed disabled bay at 122 High Street (Lewes), Lansdown Place (Lewes), Marine Parade (Seaford), Sherwood Road (Seaford), South Street (Lewes), St Anne's Crescent (Lewes), as set out in Appendix 3, it is not considered that these objections provide sufficient grounds 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.

- 2.2 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, whilst 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 TRO 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 1, upholds (in part) the objections in Appendix 2, does not uphold the objections in Appendix 3, and to recommend to the Director of Communities, Economy, and Transport that the draft Order be made in part.

RUPERT CLUBB

Director of Communities, Economy and Transport

## **BACKGROUND DOCUMENTS**

## Appendix 1 – Proposals where objections are upheld

1. **Site 1 Cliff Gardens, Marine Parade, Esplanade, Martello Road (Councillor Lambert)**
- 1.1 The proposals at this location is to remove a 12 hour limited stay on the seaward side of Marine Parade and the Esplanade and introduce a motor-caravan ban between 9pm and 8am. It is also proposed to install the overnight motor-caravan ban in Cliff Gardens and Martello Road. The proposals follow requests from local residents and from Seaford Town Council that there are persistent problems with motor caravans staying overnight and parking long term along the seafront.
- 1.2 Informal consultation took place in December 2017 which proposed the removal of the 12 hour time limit (for all vehicles) and also proposed No Waiting by Motor Caravans at all times in Marine Parade and Esplanade, Seaford. Concerns were raised that a total ban on motor-caravans along the seafront would be detrimental to the town and would cause too much displacement into narrower, residential streets. The formal proposals were then developed which would allow motor-caravans to park along the seafront during the daytime.
- 1.3 Thirty seven objections have been received (mainly from residents) who claim that if the restrictions are only proposed on the seaward side, motor caravans will just move to the other side of the road. Residents do not want high sided vehicles parking outside their homes restricting their views, causing noise from their generators, smells from cooking and above all restrict any available on street parking for the residents.
- 1.4 Seaford Town Council object on the grounds that they want the ban on motor-caravans to be on both sides of the Esplanade. They also want alternative parking arrangements to be proposed in the Buckle car park and the Esplanade car park so motor-caravans can relocate to these areas when the ban is operational on the Esplanade. The changes to the car parks cannot take place as part of this traffic order.
- 1.5 Officers consider that more investigation is needed and these proposals can be withdrawn while further discussions take place with Seaford Town Council.
- 1.6 Councillor Lambert has confirmed her agreement with the recommendation.
- 1.7 **Recommendation:** To uphold the objections and withdraw the proposals

## **Appendix 2 – Proposals where objections are upheld in part**

- 1. Site 2 High Street, Lewes (Councillor O’Keeffe and Councillor Phillip Daniel)**
- 1.1 A number of complaints have been received regarding cars and other vehicles parked on footways in the High Street, and of vehicles loading and unloading during peak times leading to congestion during peak times and obstruction to pedestrians.
- 1.2 The proposal in the High Street is to introduce a ban on parking on the pavement in addition to introducing a peak time loading ban. This will ensure the pavement is kept free from parked vehicles and will also allow traffic to flow clearly during peak times. It is also proposed to relocate the loading bay outside No 84 (Cummings bookshop) to outside No 73 (opposite Castle Gate), and to install loading bays outside the White Hart Hotel and opposite Albion Street.
- 1.3 Thirteen objections have been received along with five items of support. The grounds for objection were that the proposed changes to restrictions would not improve the current issues, would be a waste of time and money, and deliveries would be made before 8am causing noise and disruption. Objectors were concerned that the restrictions would be impossible to effectively enforce unless civil enforcement officers were patrolling 24/7. Objectors also felt the removal of the loading bay from outside Cummings bookshop was not a good idea as it serves a number of shops and the proposed relocation would lead to visibility issues for vehicles leaving St Martins Lane. In addition an objection was received from a business near the War Memorial that the proposed loading ban would be detrimental to their operations.
- 1.4 Initial informal consultation was carried out and ran from 17 February to 10 March 2017, to consider the introduction of a footway parking ban and a loading ban in the High Street. Letters were sent to each property on the High Street and the consultation was on the East Sussex web site.
- 1.5 Responses from the initial consultation showed that it was recognised that there was a problem with vehicles parking on the footway and verges on the northern side of the High Street and the preferred times for the proposed loading ban were during peak times. These responses were reported to the Lewes Joint Parking Board in March 2017 and the recommendation was that the proposals should be advertised in the next available review of parking in this area. It was also recommended that new loading bays should be advertised to provide alternate arrangements during the times of the loading ban.
- 1.6 The proposals will address the issue of vehicles blocking the footway as well as improving traffic flow during peak times. The loading ban on the south-east side near the War Memorial will prevent congestion from displaced vehicles during peak times. There is an existing loading bay on the north-east side outside No 194-195 which can be used by local businesses. It is also recognised that the proposed relocation of the loading bay from Cummings Bookshop to outside No 73 may lead to visibility issues for vehicles exiting St Martins Lane.
- 1.7 On balance it is felt that the proposed relocation of the loading bay should be withdrawn and that all other proposals should be implemented as advertised.
- 1.8 Councillor O’Keeffe has confirmed her agreement with the recommendations.

- 1.9 **Recommendation:** To uphold the objections in part, to withdraw the proposed relocation of the loading bay from Cummings Bookshop, and to implement the other proposals as advertised.

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

#### **1. Site 3 Blatchington Road, Seaford (Councillor Lambert)**

- 1.1 The proposal at this location is to extend the existing double yellow lines by 5 metres, following reports that emergency vehicles were finding it difficult to get through when cars were parked here.
- 1.2 Two objections have been received from residents on the grounds that valuable parking spaces in an already overcrowded area will be removed. The objectors also both state that the proposal will encourage oversized lorries to use the road.
- 1.3 The proposal to extend the existing double yellow lines follows concerns raised by staff at a local residential charity home for the elderly and disabled. They have witnessed emergency vehicles struggling to get through at this narrow point of the road.
- 1.4 It is felt that this extension of 5 metres will keep the area clear and accessible where the road width has been reduced due to parked vehicles.
- 1.5 Councillor Lambert has confirmed her agreement with the recommendation.
- 1.6 **Recommendation:** To not uphold the objections and to install the proposals as advertised.

#### **2. Site 4 South Street, Lewes (Councillor Phillip Daniel)**

- 2.1 The proposal at this location is to remove the existing disabled parking bay outside number 111 and replace it with shared use parking for residents and visitors, operating from 9am to 5pm.
- 2.2 The proposal follows a request from a resident who asked for the bay to be removed as it was no longer needed. In August 2017 letters were sent to nearby addresses and the feedback received was that no local residents needed the bay and it could be reverted to use by permit holders or pay and display parking.
- 2.3 One objection has been received from a local resident on the grounds that the disabled bay is used by visiting Blue Badge holders and should not be removed.
- 2.4 Disabled bays are usually only installed in residential areas following receipt of a successful application by a local resident. There is no current application on record and no local residents have come forward to say they need the bay. On balance it is thought the parking space would be better utilised by local permit holders or visitors.
- 2.5 In addition there is a national concession which allows Blue Badge holders to park in pay and display bays without charge and without time limit (unless signs say otherwise). Any visitors displaying a Blue Badge can park in any of the existing shared parking bays along this road.
- 2.6 At the time of writing, Councillor Daniel has not replied to confirm whether he agrees with the recommendation.

2.7 **Recommendation:** To not uphold the objection and install the proposals as advertised.

### **3. Site 5 Sherwood Road, Seaford (Councillor Boorman)**

3.1 The proposal is to formalise the existing disabled parking bay outside number 60 (extending it by approximately 1 metre to meet the standard size of 6.6 metres) and to install double yellow lines opposite to prevent obstructive parking.

3.2 Three objections were received from local residents who believe that the disabled bay is already large enough, and that the applicant also has the use of a driveway and does not need the bay, and that the extension to the double yellow lines is not needed.

3.3 The existing bay was not installed pursuant to a TRO and, consequently, no enforcement action can be taken if a non-blue badge holder parks here. To introduce a TRO the bay needs to be extended by 1.1 metres to meet the Department for Transport's minimum requirement of 6.6 metres for an enforceable disabled parking bay.

3.4 A mobility assessment has been carried out by the Blue Badge team which confirms that the driveway (which is in Mason Road to the rear of the applicant's property) is unsuitable for their needs. The mobility assessment confirms that the location of the bay is the most suitable location for the needs of the applicant.

3.5 When people park opposite the parking bay, the applicant feels that they cannot use the bay and have to park elsewhere to prevent obstruction to through traffic. The road is approximately 5.3 metres wide, having vehicles parked on both sides would not leave sufficient room for traffic to pass safely. The proposed double yellow lines opposite will prevent obstruction caused by vehicles being parked opposite the bay.

3.6 At the time of writing, Councillor Boorman has not replied to confirm whether he agrees with the recommendation.

3.7 **Recommendation:** To not uphold the objections and to implement the proposals as advertised.

### **4. Site 6 St Anne's Crescent, Lewes (Councillor O'Keeffe)**

4.1 The proposal at this location is to remove the disabled parking bay outside number 9 and replace it with Permit Holders Only parking bays, operating from 9am to 5pm.

4.2 Three objections have been received from local residents on the grounds that the disabled bay is regularly used by carers visiting a disabled resident of the street.

4.3 The proposals follow a request from a resident to remove the bay as the original applicant of the bay had passed away and the bay was sitting empty.

4.4 Disabled bays are usually only installed in residential areas following receipt of a successful application by a local resident. There is no current application on record for a disabled bay at this location. Any carer displaying a valid Carer's permit or any Blue Badge holder can use the existing parking bay.

4.5 Councillor O'Keeffe has confirmed her agreement with the recommendation.

4.6 **Recommendation:** To not uphold the objections and install the proposals as advertised.

5. **Site 7 Friars Walk, Lansdown Place, Lewes (Councillor Phillip Daniel)**

5.1 The proposals at this location are to install a loading bay outside 2-4 Lansdown Place and a loading ban on the southern side. At present vehicles pull up on the double yellow lines opposite, damaging the footway and causing obstruction to the access to number 31 Lansdown Place. It is also proposed to increase parking for resident permit holders by removing a section of pay and display bays. To prevent obstruction it is also proposed to install an extension to the double yellow lines in Friars Walk and to introduce a loading ban in Lansdown Place. It is also proposed to change the existing shared parking in the western section of Lansdown Place to permit holders only.

5.2 Nine items of objection have been received along with five items of support. The main grounds for objection were that many properties had more than one vehicle and they would not be able to park outside their house. The other objections were that the problem is only for a short period of time at school pick up and drop off and residents believe that the yellow lines would depreciate the value of houses in the road. The grounds for support were that parents were showing no consideration to other road users or pedestrians when dropping off or picking up. Vehicles were being driven up and left on the pavements and abandoned too close to the junctions. Visibility in the area is already impaired due to the amount of children on the pavements and it is believed an accident is waiting to happen.

5.3 Following last years parking review we were asked by the local councillor to address issues raised by the residents, businesses and the local bus company. The new proposals seem to be the best workable solution to address and accommodate residents parking, access for local buses and loading for local businesses.

2.8 At the time of writing, Councillor Daniel has not replied to confirm whether he agrees with the recommendation.

5.4 **Recommendation:** To not uphold the objections and install the proposals as advertised.

6. **Site 8 High Street, Lewes (Councillor O'Keeffe)**

6.1 The proposal at this location is to replace a section of the shared use parking bays with a disabled parking bay outside number 122.

6.2 One objection was received from a resident to the proposals on the grounds that valuable parking spaces in an already overcrowded area will be removed.

6.3 The bay is being provided for a resident who already parks in this road so there will be no additional demand for parking as a result of this proposal. Officers have checked the application for the disabled bay and are satisfied that the applicant meets the Council's criteria for providing a disabled bay on the highway.

6.4 Councillor O'Keeffe has confirmed her agreement with the recommendation.

6.5 **Recommendation:** To not uphold the objections and install the proposals as advertised.

## Appendix 4 – Proposed Traffic Regulation Orders (TROs)

### EAST SUSSEX COUNTY COUNCIL

#### ROAD TRAFFIC REGULATION ACT 1984, ROAD TRAFFIC ACT 1991 & TRAFFIC MANAGEMENT ACT 2004

#### The East Sussex (Lewes District) (Traffic Regulation) Order 2004 Amendment Order 2005 No 1 (Amendment No x) 201x

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, 46, 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. Commencement and citation

This Order may be cited as "The East Sussex (Lewes District) (Traffic Regulation) Order 2004 Amendment Order 2005 No 1 (Amendment No x) 201x and shall come into effect on xxxxxx

#### 2. When this Order comes into effect:

(a) The East Sussex (Lewes District) (Traffic Regulation) Order 2004 Amendment Order 2005 No.1, as amended, shall have effect except as hereinafter contained.

#### (iii) Interpretation

1 In the interpretation, the following definition shall be inserted:

"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.

#### (iv) Part II – Waiting and Loading Restrictions, that a new item 3 (6) is inserted as follows:

3 (6)	No person shall cause or permit any motor caravan to wait in a length of road designated in the Schedule 1, Part G between the hours of 9pm and 8am on all days	
	Where a motor caravan is left in a length of road designated in Schedule Part G, 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 from the length of road designated in Schedule 1 Part G to any place he thinks fit.



(v) **Schedule 1, Part A, Prohibition of Waiting At Any Time, that this Schedule be amended as follows:**

1. In the list of restrictions for Newhaven, the following item shall be deleted as follows:

<b>Station Road</b>	North-west Side	From its junction with Mount Road, north-eastwards for a distance of 30 metres
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2. In the list of restrictions for Newhaven, the following items shall be added as follows:

<b>Haven Way</b>	South-east Side	From its junction with Southdown Road, south-westwards to a point 2 metres north of the southern building line of number 33
<b>Haven Way</b>	North-west Side	From its junction with Southdown Road, south-westwards to a point opposite a point 2 metres north of the southern building line of number 33
<b>Station Road</b>	North-west Side	From its junction with Mount Road, north-eastwards for a distance of 45 metres

3. In the list of restrictions for Peacehaven, the following item shall be deleted as follows:

<b>Arundel Road</b>	Both Sides	From a point 15 metres south-east of its junction with Steyning Avenue, north-westwards for a distance of 42.5 metres
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4. In the list of restrictions for Peacehaven, the following items shall be added as follows:

<b>Anzac Close</b>	Both Sides	From its junction with Roderick Avenue, north-westwards for a distance of 10 metres
<b>Arundel Road</b>	Both Sides	From a point 15 metres south-east of its junction with Steyning Avenue, north-westwards for a distance of 50 metres
<b>Piddinghoe Avenue</b>	North-west Side	From a point 10 metres south-west of its junction with Roundhouse Crescent, north-eastwards to a point 20 metres north-east of the junction
<b>Piddinghoe Avenue</b>	South-east Side	From a point 8 metres north-east of its junction with Piddinghoe Close, south-westwards to the north-eastern building line of number 79 Piddinghoe Avenue
<b>Roderick Avenue</b>	North-west Side	From a point 10 metres south-west of its junction with Anzac Close, north-eastwards to a point 10 metres north-east of the junction
<b>Roderick Avenue</b>	North-west Side	From a point 10 metres south-west of its junction with Tor Road, north-eastwards to a point 10 metres north-east of the junction
<b>Roundhouse Crescent</b>	Both Sides	From its junction with Piddinghoe Avenue, north-westwards for a distance of 5 metres
<b>Rowe Avenue</b>	South-east Side	From its junction with Rowe Sutton Link Road, following the kerbline in a southerly, westerly then northerly direction to a point 2 metres south-west of the boundary of Nos. 12/12a Rowe Avenue

<b>Rowe Sutton Link Road</b>	Both Sides	From its junction with Sutton Avenue, north-westwards for a distance of 10 metres
<b>Rowe Sutton Link Road</b>	South-west Side	From its junction with Rowe Avenue, south-eastwards for a distance of 7 metres
<b>Sutton Avenue</b>	North-west Side	From its junction with Rowe Sutton Link Road, north-eastwards for a distance of 10 metres
<b>Sutton Avenue</b>	South-east Side	From a point 5 metres north-east of its junction with Sutton Cavell Link Road, south-westwards for a distance of 47 metres
<b>Sutton Cavell Link Road</b>	Both Sides	From its junction with Sutton Avenue, south-eastwards for a distance of 10 metres
<b>Tor Road</b>	Both Sides	From its junction with Roderick Avenue, north-westwards for a distance of 10 metres

5. In the list of restrictions for Seaford, the following items shall be deleted as follows:

<b>Blatchington Road</b>	North-west Side	From a point 15 metres south-west of the boundary of Nos. 13/15 Blatchington Road, south-westwards for a distance of 16 metres
<b>Dane Road</b>	Both Sides	From its junction with Marine Parade, north-eastwards for a distance of 15 metres
<b>Dane Road</b>	North-west Side	From a point 15 metres south-west of its junction with the south-western kerbline of Richmond Road, south-westwards for a distance of 49.3 metres
<b>Dane Road</b>	North-west Side	From a point 27 metres northeast of its junction with the north-eastern kerbline of Richmond Road in a north-easterly direction for a distance of 5 metres
<b>Dane Road</b>	North-west Side	From a point 32 metres north-east of its junction with the northeast kerbline of Richmond Road for a distance of 10 metres north-east
<b>Dane Road</b>	South-east side	from a point 15 metres south-west of its junction with the western kerbline of Pelham Road southwestwards for a distance of 10 metres
<b>Richmond Road</b>	South-west Side	From a point 56 metres north-west of the north-western kerbline of Dane Road for a distance of 17 metres in a north-westerly direction
<b>Sherwood Road</b>	Both Sides	From a point 10 metres south-west of the junction with Mason Road, north-eastwards for a distance of 29.5 metres

6. In the list of restrictions for Seaford, the following items shall be added as follows:

<b>Blatchington Road</b>	North-west Side	From a point 4 metres north-east of the boundary of Nos. 7/9 Blatchington Road, south-westwards for a distance of 21
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		metres
<b>Brooklyn Road</b>	Both Sides	From its junction with Claremont Road, north-eastwards for a distance of 17 metres
<b>Dane Road</b>	North-west Side	From its junction with Marine Parade, north-eastwards to a point 15 metres north-east of its junction with Richmond Road
<b>Dane Road</b>	South-east Side	From its junction with Marine Parade, north-eastwards to a point 15 metres south-east of its junction with Dane Close
<b>Dane Road</b>	South-east Side	From a point 16 metres south-west of its junction with Green Lane, north-eastwards to a point 13 metres north-east of the junction
<b>Dane Road</b>	South-east Side	From its junction with Pelham Road, south-westwards for a distance of 35 metres
<b>Dane Road</b>	South-east Side	From its junction with Pelham Road, north-eastwards for a distance of 23 metres
<b>Dane Road</b>	North-west Side	From a point 25 metres north-east of its junction with Richmond Road, north-eastwards to the boundary of Nos. 16/18 Dane Road
<b>Gildredge Road</b>	Both Sides	From a point 10 metres south-east of its junction with Grove Road, north-westwards to a point 10 metres north-west of the junction
<b>Grove Road</b>	Both Sides	From a point 15 metres south-west of its junction with Gildredge Road, north-eastwards to a point 15 metres north-east of the junction
<b>Pelham Road</b>	West Side	From its junction with Dane Road, southwards for a distance of 11 metres
<b>Richmond Road</b>	North-east Side	From a point 5 metres north-west of the south-eastern building line of 1 Richmond Mews, northwards following the kerbline for a distance of 7 metres
<b>Richmond Road</b>	South-west Side	From a point 56 metres north-west of its junction with Dane Road, north-westwards for a distance of 22 metres
<b>Sherwood Road</b>	North-west Side	From a point 10 metres south-west of its junction with Mason Road, north-eastwards for a distance of 29 metres
<b>Sherwood Road</b>	South-east Side	From a point 6.5 metres north-east of the boundary of Nos. 59/61 Sherwood Road, south-westwards for a distance of 40 metres
<b>Vicarage Close</b>	Both Sides	From its junction with Sutton Road, south-eastwards for a distance of 10 metres

7. In the list of restrictions for Telscombe Cliffs, the following items shall be added as follows:

<b>Broomfield Avenue</b>	North-west Side	From its junction with Amhurst Road, south-westwards for a distance of 7 metres
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<b>South Coast Road</b>	North-east Side	From its junction with Highview Road, south-eastwards for a distance of 23 metres

(vi) Insert a new Schedule 1 Part G as follows:

**Schedule 1 Part G – Prohibition of Waiting by Motor-caravans, 9pm-8am on all days**

<b>Cliff Gardens</b>	Both Sides	For its entire length
<b>Esplanade</b>	South-west Side	From its junction with Marine Parade, south-eastwards to its junction with Martello Road
<b>Marine Parade</b>	South-west Side	From its junction with Claremont Road, south-eastwards to its junction with Esplanade
<b>Martello Road</b>	Both Sides	For its entire length

(vii) Schedule 3, Part B, Time Limited Waiting, 8am to 6pm Monday to Saturday inclusive, maximum stay 2 hours, no return within 1 hour, that this Schedule be added as follows:

1. In the list of restrictions for Ringmer, the following items shall be added as follows:

<b>Springett Avenue</b>	West Side	From the northern building line of No 84 Springett Avenue, southwards for a distance of 50 metres
<b>Springett Avenue</b>	North-west Side	From a point of 23 metres north-east of the north-eastern building line of No 56a, north-eastwards for a distance of 38 metres

2. In the list of restrictions for Seaford, the following item shall be deleted as follows:

<b>Dane Road</b>	South-east Side	From a point 27 metres north-east of the eastern kerbline of Green Lane, north-eastwards to a point 40 metres south-west of the western kerbline of Pelham Road
<b>Dane Road</b>	South-east Side	From a point 15 metres north-east of the north-east kerbline of Pelham Road north-eastwards to a point 25 metres south-west of the west kerbline of Church Street
<b>Dane Road</b>	South-west Side	From a point 5 metres south-west of its junction with the western kerbline of Church Street to a point 15 metres south-west
<b>Dane Road</b>	North-west Side	From a point 20 metres north-east of the north-eastern kerbline of Richmond Road, north-eastwards for a distance of 7 metres
<b>Dane Road</b>	North-west Side	From the boundary of Nos. 14/16 north-eastwards to a point 5 metres south-west of the northeastern boundary of No. 2 Dane Road
<b>Dane Road</b>	North-west Side	From the north-eastern boundary of No. 2, south-westwards for a distance of 5 metres

3. In the list of restrictions for Seaford, the following item shall be added as follows:

<b>Dane Road</b>	South-east Side	From a point 13 metres north-east of its junction with Green Lane, north-eastwards for a distance of 54 metres
<b>Dane Road</b>	South-east Side	From its junction with Church Street, south-westwards for a distance of 30 metres
<b>Dane Road</b>	South-east Side	From a point 30 metres south-west of its junction with Church Street, south-westwards for a distance of 11.5 metres
<b>Dane Road</b>	North-west Side	From a point 15 metres north-east of its junction with Richmond Road, north-eastwards for a distance of 10 metres
<b>Dane Road</b>	North-west Side	From the boundary of Nos. 16/18 Dane Road, north-eastwards for a distance of 31 metres
<b>Dane Road</b>	North-west Side	From its junction with Station Approach, southwards then south-westwards to a point 3.5 metres north-east of the building line of No 4 Dane Road
<b>Richmond Road</b>	North-east Side	From the south-eastern building line of number 1 Richmond Mews, north-westwards for a distance of 5 metres

**(viii) Schedule 3, Part D, Time Limited Waiting, maximum stay 15 minutes, no return within 1 hour, that this Schedule be amended as follows:**

1. In the list of restrictions for Seaford, the following item shall be deleted as follows:

<b>Dane Road</b>	South-east Side	From a point 30 metres south-west of its junction with the western kerbline of Pelham Road, south-westwards for a distance of 10 metres
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**(ix) Schedule 4, Part A, Prohibition of Loading At Any Time, that this Schedule be amended as follows:**

1. In the list of restrictions for Newhaven, the following items shall be added as follows:

<b>Fort Road</b>	West Side	From its junction with Gibbon Road, northwards for a distance of 48.5 metres
<b>Gibbon Road</b>	North-west Side	From its junction with Fort Road, south-westwards for a distance of 24 metres

2. In the list of restrictions for Seaford, the following item shall be deleted as follows:

<b>Dane Road</b>	South-east Side	From the western kerbline of Pelham Road, southwards for a distance of 30 metres
<b>Pelham Road</b>	East Side	From its junction with the south-eastern kerbline on Dane Road in a southerly direction or a distance of 31 metres

2. In the list of restrictions for Seaford, the following item shall be added as follows:

<b>Dane Road</b>	South-east Side	From its junction with Pelham Road, south-westwards for a distance of 35 metres
<b>Pelham Road</b>	East Side	From its junction with Dane Road, southwards to the northern building line of number 8

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**(x) Schedule 6, Disabled Persons Parking Places, that this Schedule be amended as follows:**

1. In the list of restrictions for Barcombe, the following item shall be deleted:

<b>Deans Meadow</b>	North-east Side	From the boundary of Nos.13/15 Deans Meadow, south-eastwards for a distance of 6.6 metres
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2. In the list of restrictions for Ditchling, the following item shall be deleted as follows:

<b>Nevill Cottages</b>	South Side	From a point 10 metres west of its junction with Beacon Road westwards for a distance of 6.6 metres
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3. In the list of restrictions for Newhaven, the following item shall be deleted as follows:

<b>Elphick Road</b>	South-west Side	From the north-western boundary of No.74, south-eastwards for a distance of 5 metres
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4. In the list of restrictions for Newhaven, the following items shall be added as follows:

<b>Elphick Road</b>	South-west Side	From the boundary of Nos.74/76 Elphick Road, south-eastwards for a distance of 6.6 metres
<b>Neill's Close</b>	South-west Side	From the northern building line of number 24 Neill's Close, south-eastwards for a distance of 6 metres
<b>Neill's Close</b>	North-east Side	From a point 3.5 metres north-west of a point opposite the boundary of Nos. 10/11 Neill's Close, south-eastwards for a distance of 6.6 metres

5. In the list of restrictions for Seaford, the following items shall be added as follows:

<b>The Causeway</b>	South-east Side	From the boundry of Nos. 1-12 and 14-25 Granville Court on The Causeway, north-eastwards for a distance of 6.6 metres
<b>Sherwood Road</b>	North-west Side	From the boundary of Nos. 60/62 Sherwood Road, south-westwards for a distance of 6.6 metres

**(ix) Schedule 19, School Keep Clear Marking, No Stopping, Mondays to Fridays, 8am-9.30am and 2.45pm-4pm, (except August) that this Schedule be amended as follows:**

1. In the list of restrictions for Peacehaven, the following item shall be deleted as follows:

<b>Roderick Avenue</b>	South-east Side	From a point 20.5 metres south-west of a point opposite the south-western kerb line of Tor Road, in a south-westwards for a distance of 25.5 metres
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2. In the list of restrictions for Newick, the following item shall be added as follows:

<b>Allington Road</b>	South- west Side	From a point opposite the boundary of Nos. 68/70, south-eastwards for a distance of 51 metres
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**(x) Schedule 19, Part B, School Keep Clear Marking, No Stopping, Mondays to Fridays, 7am-4pm, (except August) that this Schedule be added as follows:**

1. In the list of restrictions for Peacehaven, the following item shall be added as follows:

<b>Roderick Avenue</b>	Both Sides	From a point 20.5 metres south-west of a point opposite the south-western kerb line of Tor Road, south-westwards for a distance of 25.5 metres
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**Revocation**

**The East Sussex (Lewes District Prohibition of Waiting) Traffic Regulation Order 2010**

**In Schedule 3, Part E, Limited Time Prohibition of Waiting, 2 hours in any period of 4 hours, 8am to 6pm on Mondays to Saturdays:**

<b>Springett Avenue</b>	West Side	From its western boundary of property 84, in a south then south-westwards direction, for a distance of 48.1 metres
<b>Springett Avenue</b>	West Side	From a point 35.7 metres north-east of its boundary with property number 45/56, in a north-eastward then northward direction, for a distance of 37.1 metres

**3. Citation**

This Order may be cited as “The East Sussex (Lewes District) (Traffic Regulation) Order 2004 Amendment Order 2005 No 1 (Amendment No x) 201x and shall come into effect on xx xxxx xxxx

THE COMMON SEAL of )  
 EAST SUSSEX COUNTY COUNCIL )  
 was affixed hereto )  
 on the xx day of xxxxxxxx )  
 Two Thousand and xxxxxx )  
 in the presence of:- )

AUTHORISED SIGNATORY

H & T Ctte. 2.4.74 – para 4.2 joint report of Director of Legal & Community Services & County Engineer - Para 4.

## EAST SUSSEX COUNTY COUNCIL

### ROAD TRAFFIC REGULATION ACT 1984, ROAD TRAFFIC ACT 1991 & TRAFFIC MANAGEMENT ACT 2004

#### The East Sussex Lewes Town (Parking Places and Waiting and Loading Restrictions) Traffic Regulation Order 2014 Amendment No.x Order 201x

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, 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. Commencement and citation

This Order may be cited as "The East Sussex Lewes Town (Parking Places and Waiting and Loading Restrictions) Traffic Regulation Order 2014 Amendment No.\* Order 201\*\*"

#### 2. When this Order comes into effect:

(a) The East Sussex Lewes Town (Parking Places and Waiting and Loading Restrictions) Traffic Regulation Order 2014, as amended, shall have effect except as hereinafter contained.

#### (i) The Order Plans shall be amended as follows:

<b>The map tiles below shall be revoked</b>	<b>The map tiles below shall be inserted</b>
Overview Revision 2	Overview Revision *
LH109	LH109 Revision 1
LL104 Revision 1	LL104 Revision 2
LM104 Revision 2	LM104 Revision 3
LM105	LM105 Revision 1
LM107 Revision 1	LM107 Revision 2
LM108 Revision 2	LM108 Revision 3
LN104	LN104 Revision 1
LN105 Revision 1	LN105 Revision 2
LN106 Revision 1	LN106 Revision 2
LN107 Revision 2	LN107 Revision 3
LN108 Revision 2	LN108 Revision 3
LN110 Revision 1	LN110 Revision 2



### 3. Citation

This Order may be cited as The East Sussex Lewes Town (Parking Places and Waiting and Loading Restriction) Traffic Regulation Order 2014 Amendment No.\* Order 201\* and shall come into effect on xx xxxx xxxx

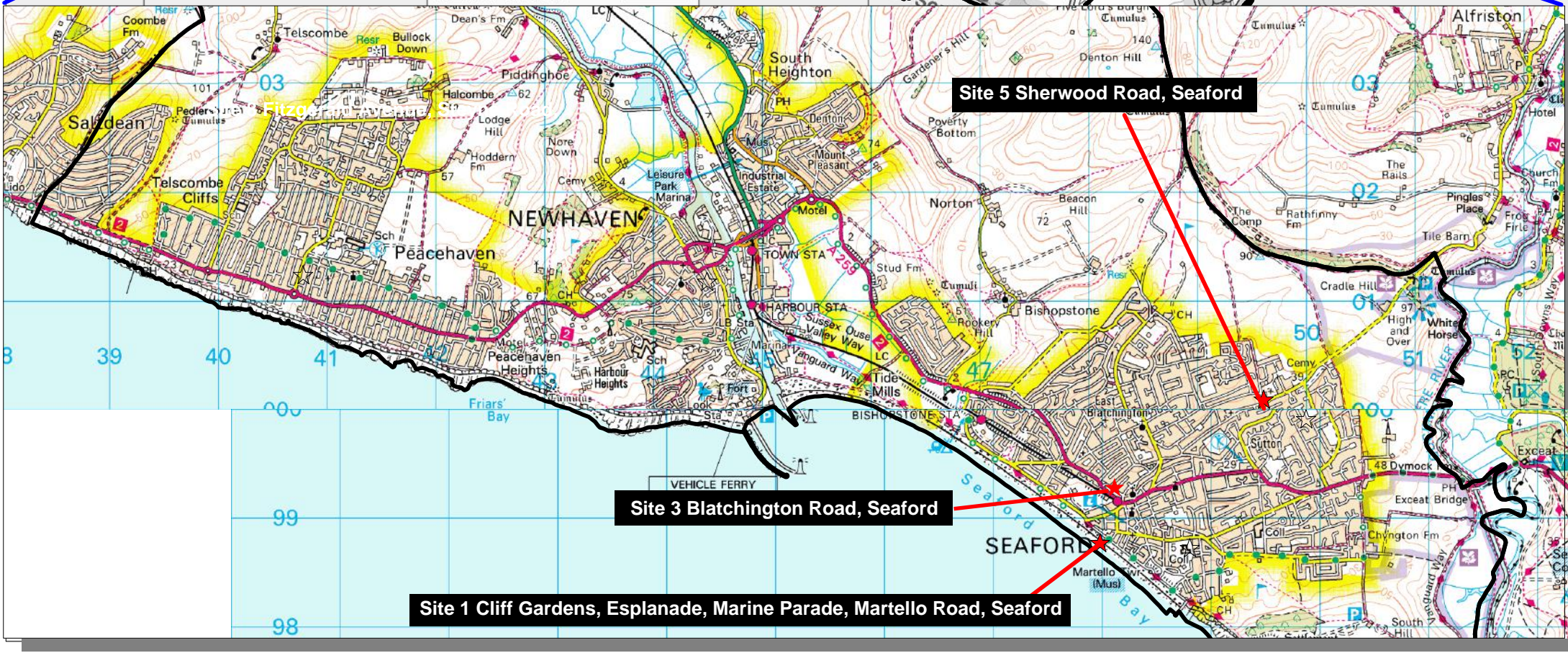
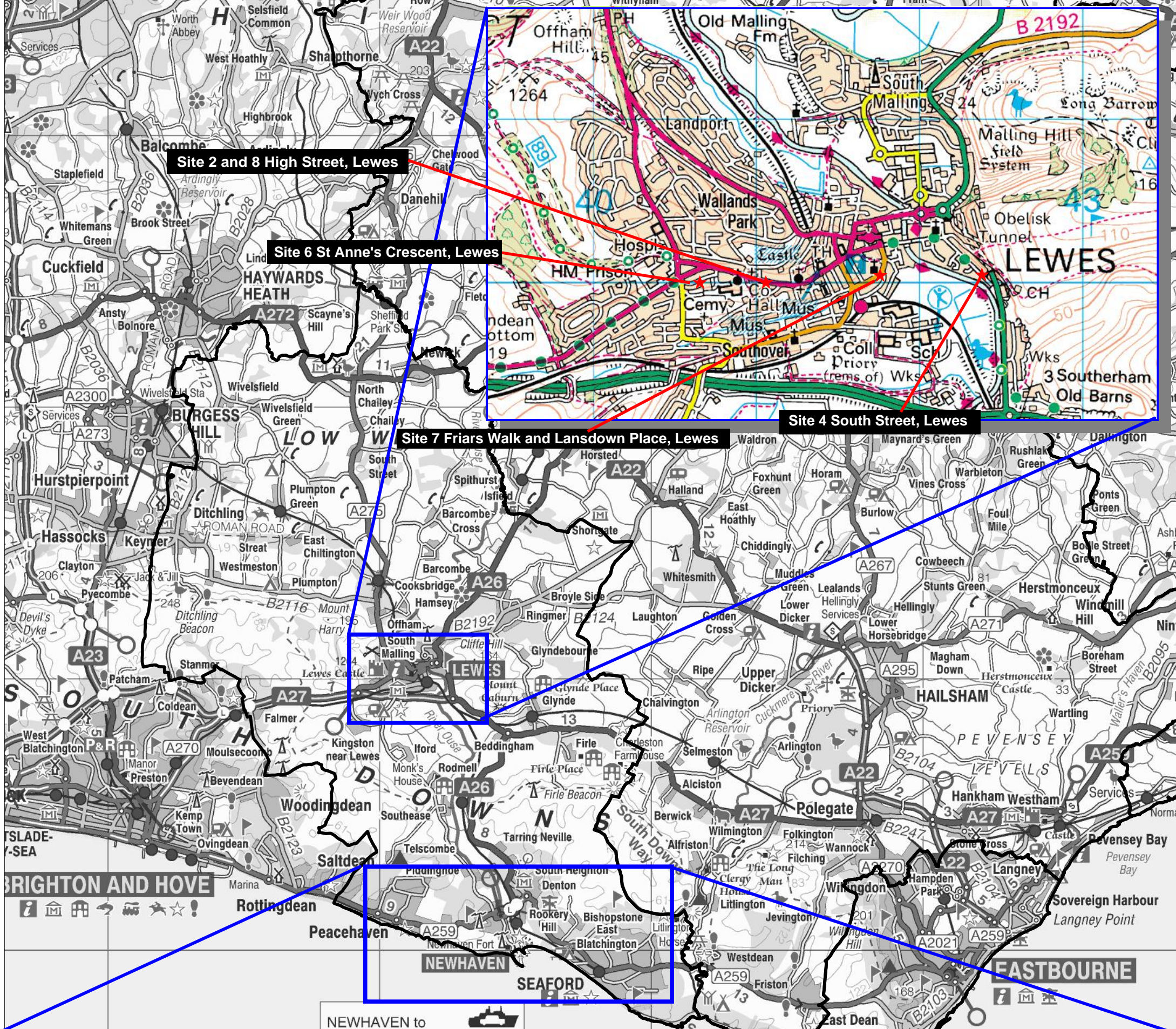
THE COMMON SEAL of EAST SUSSEX )  
COUNTY COUNCIL was affixed )  
hereto on the    day of            two    )  
thousand and            in the presence of:-    )

Authorised Signatory

H & T Ctte. 2.4.74 - para 4.2 joint report of  
Director of Legal & Community Services & County  
Engineer - para 4.

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