



REGULATORY COMMITTEE

PLANNING COMMITTEE

MEETING 10.30 am WEDNESDAY, 11 JUNE 2025

COUNCIL CHAMBER, COUNTY HALL, LEWES

MEMBERSHIP - Councillor Tom Liddiard (Chair)
Councillors Philip Lunn (Deputy Chair), Abul Azad, Godfrey Daniel,
Kathryn Field, Eleanor Kirby-Green and Pat Rodohan

A G E N D A

1. Minutes of the meeting held on 30 April 2025 (*Pages 3 - 12*)
2. Apologies for absence
3. Disclosures of interests
Disclosures by all members present of personal interests in matters on the agenda, the nature of any interest and whether the member regards the interest as prejudicial under the terms of the Code of Conduct.
4. Urgent items
Notification of items which the Chair considers to be urgent and proposes to take at the appropriate part of the agenda. Any members who wish to raise urgent items are asked, wherever possible, to notify the Chair before the start of the meeting. In so doing, they must state the special circumstances which they consider justify the matter being considered urgent.

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

5. School Streets Experimental Traffic Regulation Order (ETRO) - Southover CE Primary School, Lewes (*Pages 13 - 26*)
Report by the Director of Communities, Economy and Transport
6. Bexhill Cycle Route Traffic Regulation Orders (*Pages 27 - 42*)
Report by the Director of Communities, Economy and Transport
7. Any other items previously notified under agenda item 4

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

3 June 2025

Contact Sophie Webb, Governance and Democracy Manager,
01273 337495
Email: sophie.webb@eastsussex.gov.uk

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. The live broadcast is accessible at: <https://www.eastsussex.gov.uk/your-council/videos-of-council-meetings/webcasts>*

PLANNING COMMITTEE

MINUTES of a meeting of the Planning Committee held at Council Chamber, County Hall, Lewes on 30 April 2025.

PRESENT Councillors Tom Liddiard (Chair), Philip Lunn (Deputy Chair), Abul Azad, Godfrey Daniel, Eleanor Kirby-Green, Pat Rodohan and Steve Murphy

48. MINUTES OF THE MEETING HELD ON 19 MARCH 2025

48.1 The Committee approved as a correct record the minute of the meeting held on 19 March 2025.

49. APOLOGIES FOR ABSENCE

49.1 Apologies for absence were received from Councillor Field.

49.2 It was noted that Councillor Murphy was in attendance as a substitute for Councillor Field.

50. DISCLOSURES OF INTERESTS

50.1 Councillor Lunn declared a personal interest in item 5 as the Local Member for the division in which the application is situated. He did not consider this to be prejudicial.

51. URGENT ITEMS

51.1 There were none.

52. REPORTS

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

53. THE ERECTION OF A NEW SECONDARY SCHOOL BUILDING WITH ASSOCIATED OUTDOOR LEARNING AND PLAY SPACE, LANDSCAPING AND PARKING. GROVE PARK SCHOOL, CHURCH ROAD, CROWBOROUGH, EAST SUSSEX, TN6 1BN - WD/3517/CC

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

53.2 Megan Smith (agent for the applicant) spoke for the recommendation for granting planning permission.

53.3 Councillor Philip Lunn, the Local Member spoke in support of the recommendation for granting planning permission.

53.4 Members have considered the report, together with the comments of the public speaker and Local Member and agree with the conclusions and reasons for the recommendation set out in paragraph 8 of the report.

53.5 The Committee unanimously RESOLVED to grant planning permission subject to the following conditions:

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

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

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

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

Construction

3. Unless otherwise agreed in writing by the Director of Communities, Economy and Transport, no demolition or construction works shall take place in connection with the development hereby approved at any time other than between 0800 and 1700 on Mondays to Fridays and not at any time on Saturdays, Sundays, Bank and Public Holidays.

Reason: In the interests of the amenities of the locality in general and adjacent residential properties in particular and to accord with Saved Policy EN27 of the Wealden Local Plan 1998.

4. Prior to the commencement of development, a Construction Management Plan (CMP) shall be submitted and approved by the Director of Communities, Economy and Transport. Details shall include:

- i) Details of the methods of protection of trees and other vegetation during construction
- ii) Measures to manage noise and dust emissions during the construction phase
- iii) Contractors' parking arrangements and details around the timing of construction traffic arrivals and departures, in order to avoid disruption during the existing school drop-off and pick-up times.

The CMP shall be implemented in accordance with the approved details, unless otherwise agreed in writing, and maintained for the duration of construction works.

Reason: In order to protect the amenity of the locality in accordance with Saved Policy EN27 of the Wealden Local Plan 1998 and the protection of trees and vegetation in accordance with Saved Policy EN14 of the Wealden Local Plan 1998.

Noise

5. The operational noise rating level will, at no time, exceed 35dB(A) at the façade of The Lodge, Grove Park, Beacon Road, as determined in accordance with BS4142:2014+A1:2019'.

Reason: In the interests of the amenities of the locality in general and adjacent residential properties in particular and to accord with Saved Policy EN27 of the Wealden Local Plan 1998.

Materials and Landscape

6. Development shall not commence above ground level until samples of the materials to be used in the construction of the external surfaces of the building hereby permitted have been 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 EN27 in the Wealden Local Plan 1998.

7. The hard and soft landscaping proposals hereby approved shall be delivered in accordance with the following details:
- a) The submitted Arboricultural Impact Assessment and outline Method Statement ref. GROV-WWA-XX-XX-T-L-0601
 - b) The submitted landscape layout plan ref. GROV-WWA-XX-XX-D-L-0102 S3 P13.
 - c) The submitted outline planting plan ref. GROV-WWA-XX-XX-D-L-0301 S3 P02.
 - d) The hard and soft landscape strategies as outlined in the Design and Access Statement.

Reason: In the interests of the protection of trees and vegetation and the delivery of an appropriate landscaping scheme in accordance with Saved Policy EN14 of the Wealden Local Plan 1998.

Flood Risk and Drainage

8. Prior to any groundworks taking place, details of measures to manage flood risk, both on and off site during the construction phase shall be submitted and approved in writing by the Director of Communities, Economy and Transport, and thereafter implemented in accordance with the approved details and maintained for the duration of the construction phase.

Reason: To ensure appropriate management of the risk of flooding in accordance with Saved Policy CS2 of the Wealden Local Plan 1998.

9. Prior to the commencement of any development, including any groundworks, a detailed design of the entire drainage system shall be submitted to and approved in writing by the Director of Communities, Economy and Transport. The details shall include but are not limited to the following:

- Surface water discharge rates shall not exceed greenfield runoff for all rainfall events, including those with 1 in 100 (plus climate change allowance) annual probability of occurrence. Evidence of this (in the form of hydraulic calculations) shall be submitted with the detailed drainage drawings. The hydraulic calculations shall take into account the connectivity of the different surface water drainage features.

- The detailed design of deepbore soakage and attenuation systems shall be informed by findings of groundwater monitoring between autumn and spring together with infiltration testing in the location and depth of the proposed soakaway. The design shall leave at least 10m unsaturated zone between the base of the soakaways and the highest recorded groundwater level.

- Robust pollution prevention based upon multiple treatment stages shall be provided upstream of the soakaway.

- The detailed design shall include information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely.

The approved drainage scheme shall thereafter be implemented in full and maintained for the lifetime of the development unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

Reason: In the interests of providing adequate provision of surface water drainage in accordance with Policy CS2 of the Wealden Local Plan 1998.

10. Prior to any groundworks, a maintenance and management plan for the entire drainage system shall be submitted to and approved in writing by the Director of Communities, Economy and Transport to ensure the designed system takes into account design standards of those responsible for maintenance. The management plan shall cover the following:

- a) clearly state who will be responsible for managing all aspects of the surface water drainage system, including piped drains
- b) Evidence that these responsibility arrangements will remain in place throughout the lifetime of the development

Reason: In the interests of providing adequate provision of surface water drainage in accordance with Policy CS2 of the Wealden Local Plan 1998.

11. Prior to occupation of the development, evidence (including photographs, as-built drawings and topographic survey as necessary) showing that the drainage system has been constructed as per the final agreed detailed drainage designs shall be submitted to and approved in writing by the Director of Communities, Economy and Transport.

Reason: In the interests of providing adequate provision of surface water drainage in accordance with Policy CS2 of the Wealden Local Plan 1998.

Highways

12. The development shall not be occupied until parking areas have been provided in accordance with the approved plans/details which have been submitted to and approved in writing by the Director of Communities, Economy and Transport in consultation with the Highway Authority and the areas shall thereafter be retained for that use unless otherwise agreed in writing by the Director.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway and to ensure sufficient parking areas are provided within the site in accordance with Saved Policies TR3 and TR16 of the Wealden Local Plan 1998.

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

Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with Saved Policies TR3 and TR16 of the Wealden Local Plan 1998.

14. The development shall not be occupied until cycle parking/storage has been provided in accordance with details which have first been submitted to and approved in writing by the Director of Communities, Economy and Transport in consultation with the Highway Authority and the areas shall thereafter be retained for that use and maintained for the lifetime of the development.

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

15. The entrance gate hereby approved shall be positioned at least 9m from the edge of the carriageway and be inward opening in order that a vehicle may wait clear of the highway whilst the gate is being operated.

Reason: To ensure that the use of the highway by persons and vehicles is not obstructed by waiting vehicles.

16. Within 3 months of occupation of the building hereby approved, a parking and drop-off/pick-up management strategy shall be submitted to and approved in writing by the Director of Communities, Economy and Transport. The strategy shall include measures to ensure there are no delays during drop-off/pick-up times to avoid a backlog of vehicles. The approved strategy shall be implemented thereafter.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway and to ensure sufficient parking areas are provided within the site in accordance with Saved Policies TR3 and TR16 of the Wealden Local Plan 1998.

Ecology

17. No development shall take place, including any site preparation works involving machinery, breaking of ground, demolition and vegetation clearance, until an updated survey for badgers has been undertaken, in accordance with best practice. Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures shall be revised and new or amended measures, and a timetable for their implementation, shall be submitted to and approved in writing by the Director of Communities, Economy and Transport prior to the commencement of any development. Works shall then be carried out in accordance with the new approved ecological measures and timetable.

Reason: As badgers are a mobile species whose activities/patterns varies across the year and in reaction to a range of influencing factors, it is important that the surveys reflect the situation at the time on any given impact occurring to ensure adequate mitigation and compensation can be put in place and to ensure no offences are committed.

18. No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Director of Communities, Economy and Transport. The CEMP (Biodiversity) shall include the following:

- a) risk assessment of potentially damaging construction activities;
- b) identification of "biodiversity protection zones";
- c) practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements which should include one specifically relating to Invasive Non-Native Species (INNS) remediation and removal);
- d) the location and timing of sensitive works to avoid harm to biodiversity features;
- e) the times during construction when specialist ecologists need to be present on site to oversee works;
- f) responsible persons and lines of communication;
- g) the role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
- h) use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period in accordance with the approved details.

Reason: To ensure that any adverse environmental impacts of development activities are mitigated.

19. No development shall take place (including any demolition, ground works, site clearance) until a precautionary working methods statement (PWMS) for detailing reasonable avoidance measures for bats, reptiles and badgers has been submitted to and approved in writing by the Director of Communities, Economy and Transport. The content of the method statement shall include the:
- a) purpose and objectives for the proposed works;
 - b) detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);
 - c) extent and location of proposed works shown on appropriate scale maps and plans;
 - d) timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction;
 - e) persons responsible for implementing the works;
 - f) initial aftercare and long-term maintenance (where relevant);
 - g) disposal of any wastes arising from the works.

Works shall only be undertaken in accordance with the approved Method Statement.

Reason: To protect habitats and species identified in the ecological surveys from adverse impacts during construction and to avoid an offence under the Wildlife and Countryside Act 1981, as amended, and The Protection of Badgers Act 1992.

20. No development shall take place until an ecological design strategy (EDS) addressing compensation, mitigation and enhancement measures and including bat and bird boxes, log piles and an insect hotel, has been submitted to and approved in writing by the Director of Communities, Economy and Transport. The EDS shall include the following:
- a) purpose and conservation objectives for the proposed works;
 - b) review of site potential and constraints;
 - c) detailed design(s) and/or working method(s) to achieve stated objectives;
 - d) extent and location /area of proposed works on appropriate scale maps and plans;
 - e) type and source of materials to be used where appropriate, e.g. native species of local provenance;
 - f) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
 - g) persons responsible for implementing the works;
 - h) details of initial aftercare and long-term maintenance;
 - i) details for monitoring and remedial measures;
 - j) details for disposal of any wastes arising from works.

The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: To ensure that any adverse environmental impacts of development activities can be mitigated, compensated and restored and that the proposed design, specification and implementation can demonstrate this, and to provide a net gain for biodiversity as required by Section 40 of the Natural Environment and Rural Communities Act 2006, paragraphs 187 and 193 of the National Planning Policy Framework 2024.

Biodiversity Net Gain

21. Prior to the commencement of the development, including any groundworks, a biodiversity gain plan shall be submitted to the Director of Communities, Economy and Transport for approval in writing.

The biodiversity gain plan must include:

- a) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- b) the pre-development biodiversity value of the onsite habitat;
- c) the post-development biodiversity value of the onsite habitat;
- d) any registered offsite biodiversity gain allocated to the development and the biodiversity value of that gain in relation to the development;
- e) any biodiversity credits purchased for the development;
- f) any such other matters as the Secretary of State may by regulations specify; and
- g) arrangements for maintenance of habitat enhancement for at least 30 years after the development is completed to include monitoring that maintenance (and associated monitoring costs).
- h) identify responsible persons for paying the relevant monitoring fees for both on-site and off-site biodiversity gains.

When calculating the post-development biodiversity value of a habitat, the planning authority can only take into account an increase in biodiversity value post-development where it is satisfied that the habitat creation or enhancements delivering the increase will be maintained for at least 30 years after the development is completed. This must be secured either by a condition, planning obligation, or conservation covenant.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act.

22. Prior to the commencement of the development hereby permitted, a Habitat Management and Monitoring Plan (HMMP) shall be submitted to and approved in writing by the Director of Communities, Economy and Transport. The HMMP shall accord with the Biodiversity Gain Plan and include:
- a) A non-technical summary
 - b) The roles and responsibilities of the people or organisations delivering the HMMP
 - c) The planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan
 - d) The management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the first [occupation or use] of the development
 - e) The monitoring methodology and frequency in respect of the created or enhanced habitat
 - f) Provision for the identification, agreement and implementation of contingencies and/or remedial actions where the results from monitoring show that the conservation aims and objectives of the HMMP are not being met.

The created and/or enhanced habitat specified in the approved HMMP shall thereafter be managed and maintained in accordance with the approved HMMP.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act.

23. Prior to the first occupation of the development hereby permitted, a completion report, evidencing the completed habitat enhancements set out in the approved Habitat Management and Monitoring Plan, shall be submitted to and approved in writing by the Director of Communities, Economy and Transport.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act.

24. Habitat monitoring reports shall be submitted to and approved in writing by the Director of Communities, Economy and Transport in accordance with the methodology and frequency specified in the approved Habitat Management and Monitoring Plan.

The reports shall include (where the results from monitoring show that conservation aims and objectives of the HMMP are not being met) any contingencies and/or remedial action for agreement. Any agreed contingencies or remedial action shall thereafter be implemented in accordance with the approved details.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act.

Archaeology

25. No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Director of Communities, Economy and Transport.

Reason: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with the National Planning Policy Framework.

26. No phase of the development hereby permitted shall be brought into use until the archaeological site investigation and post-investigation assessment (including provision for analysis, publication and dissemination of results and archive deposition) for that phase has been completed and approved in writing by the Director of Communities, Economy and Transport. The archaeological site investigation and post - investigation assessment will be undertaken in accordance with the programme set out in the written scheme of investigation approved under condition 25.

Reason: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with the National Planning Policy Framework.

INFORMATIVES

1. This Highway Authority's requirements associated with this development proposal will need to be secured through a Section 184/278 Legal Agreement between the applicant and East Sussex County Council. The applicant is requested to contact the Transport Development Planning Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
2. The applicant is advised to put in place a management plan to ensure that any vehicle entering the grounds is suitably monitored and that all pedestrians are adequately protected for vehicle pedestrian collision with authorised staff or volunteers to control and direct traffic
3. The applicant is advised to have regard to the Secured by Design (SBD) New Schools 2014 document.
4. The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition ("the biodiversity gain condition") that

development may not begin unless: (a) a Biodiversity Gain Plan has been submitted to the planning authority, and (b) the planning authority has approved the plan. The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be East Sussex County Council. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed in paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 and the Biodiversity Gain Requirements (Exemptions) Regulations 2024.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed are considered to apply.

Schedule of Approved Plans and Documents

Planning Statement, GROV-WWA-XX-XX-D-L-0301 Outline Planting Plan Rev P02, GROV-WWA-XX-XX-D-L-0401 - Sections Rev P02, GROV-WWA-XX-XX-T-L-0607 - Outline Landscape Specification, GROV-WWA-XX-XX-D-L-0108 - Access Strategy Rev P02, GROV-WWA-XX-XX-D-L-0109 - Security Strategy - Rev P02, Waste Minimisation Report, Interim Travel Plan, Transport Statement, Archaeological Desk Based Assessment, Phase 1 Desk Study Report , GROV-HAW-ZZ-00-D-E-1701 Rev P02 - Site Wide External Lighting Layout, GROV-HAW-ZZ-00-D-E-1702 Rev P02 - Site Wide External Lighting Layout (Including LTG Output), Air Quality Assessment V2, Daylight Calculation Report, 3D View 01 - Top West, GROV-WWA-XX-XX-D-L-102 REv P13 - Landscape Layout Plan, GROV-WWA-XX-XX-DR-L-0704 Rev P02 - Tree Protection Plan Sheet 1 of 2, GROV-WWA-XX-XX-DR-L-0705 Rev P01 - Tree Protection Plan Sheet 2 of 2, GROV-PCE-XX-XX-T-O-003 - Acoustic Design Note, GROV-WWA-XX-XX-T-L-0601-P03- Tree Survey, Arboricultural Impact Assessment & Outline Method Statement, GROV-ECE-XX-RF-D-A-0104 Rev P08 - Roof Plan, GROV-ECE-XX-XX-D-A-0006 Rev P08 - Proposed Site Plan, GROV-ECE-XX-XX-D-A-0007 Rev P07 - Proposed Site Elevations/Sections, GROV-ECE-XX-ZZ-D-A-0410 Rev P06 - Colour Elevations - South and East, GROV-ECE-XX-ZZ-D-A-0411 Rev P06 - Coloured Elevations - North and West, GROV-ECE-XX-00-D-A-0102 Rev P11 - Ground Floor Plan, GROV-ECE-XX-01-D-A-0103 Rev P09 - First Floor Plan, GROV-ECE-XX-LG-D-A-0101 Rev P10 - Lower Ground Floor Plan, GROV-LON-XX-XX-RP-C-0001 Rev P04 - Flood Risk Assessment & Drainage Strategy March 2025, Grove Statutory Biodiversity Metric Condition Assessment 23,7,24, Biodiversity Net Gain Assessment Version 2, Ecological Impact Assessment Version 3, Statutory Biodiversity Metric Tool, Grov Pce Xx Xx T O 0003 Noise Assessment Incl. Substation

54. ANNUAL REPORT ON DEVELOPMENT CONTROL MATTERS

54.1 The Committee considered a report by the Director of Communities, Economy and Transport which detailed the enforcement and site monitoring undertaken under delegated powers for the period between 1 October 2024 and 31 March 2025 and development management performance for the period 1 April 2024 to 31 March 2025.

54.2 The Committee RESOLVED to note the report.

(The meeting ended at 11.22 am)

CHAIRMAN

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Committee:	Regulatory Planning Committee
Date:	11 June 2025
Report by:	Director of Communities, Economy and Transport
Title of Report:	School Streets Experimental Traffic Regulation Order (ETRO) – Southover CE Primary school, Lewes
Purpose of Report:	To consider the objections received in response to the formal consultation on the draft Experimental Traffic Regulation Order (ETRO) associated with the Southover CE Primary school, Lewes, School Street scheme
Contact Officer:	Eleanor Togut
Local Members:	Councillor Wendy Maples

RECOMMENDATIONS:

The Planning Committee is recommended to:

- 1) Not uphold the objections to the draft Experimental Traffic Regulation Order (ETRO) as set out in paragraph 2.4 of this report, which relate to Southover CE Primary – Potters Lane, Cleve Terrace and The Course, Lewes; and**
- 2) Recommend to the Director of Communities, Economy and Transport that the ETRO be made permanent.**

CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

1.1 A School Street scheme is where a road outside of a school is temporarily restricted to motor vehicles. It remains open to those who walk, wheel or cycle at drop off and pick up times, giving everyone the space they need to get to school and move around their local environment safely. The objectives are focussed on improving safety on the journey to school, reducing congestion on the roads outside the school and to contribute to improving health and wellbeing.

1.2 East Sussex County Council utilised the Department for Transport's (DfT) Tranche 2 Active Travel Emergency Funding to enable the delivery of a School Streets trial programme in 2021. The trial, undertaken for 6 weeks between March - May 2021

used temporary measures (including barriers, signage and paid stewards), at the following 6 schools to restrict vehicular access at the school drop off and pick up times:

- Southover CE Primary School, Lewes
- All Saints CE Primary School, Sidley, Bexhill
- Langney Primary Academy, Eastbourne
- Harbour Primary & Nursery School, Newhaven
- All Saints CE Junior Academy, Hastings
- Ark Blacklands Primary Academy, Hastings

1.3 An evaluation of phase 1 of the scheme was undertaken highlighting a number of positive outcomes. This included:

- an increase in active travel across all schools
- a decrease in traffic flow during and after the trial outside and near to the school
- increased perception of safety enabled by their being traffic free space for the school community and local residents to move around safely outside of the school.

1.4 For some of the schools in the trial these successful outcomes were negated by impacts from displaced traffic causing congestion and anti-social parking behaviour in the wider community. Consideration of the outcomes of the evaluation determined which schools were prioritised for inclusion in the second phase to enable permanent school streets measures to be developed. The 3 schools which were prioritised were:

- Southover CE Primary school, Lewes
- All Saints CE Primary school, Sidley, Bexhill
- Langney Primary Academy, Eastbourne

1.5 This next stage of work involved extensive co-design with the school community at each of the schools, alongside inclusion of Local Members, residents and businesses to develop the School Street schemes. This was followed by detailed design work, which was subsequently assessed and approved by Active Travel England (ATE).

1.6 A consultation was undertaken with key stakeholders and the public, as part of best practice, on the designs for these 3 schools during April 2024 followed by a public consultation between 10 May and 31 May 2024. The outcome of the public consultation demonstrated overall support for the schemes; with respondents supporting or strongly supporting the scheme:

- Southover CE Primary school, Lewes (81%)
- All Saints CE Primary school, Sidley, Bexhill (83%)
- Langney Primary Academy, Eastbourne (77%)

1.7 Following the outcome of the public consultation and advice and learning from ATE and other local authorities delivering similar schemes, it was [resolved by the Lead Member for Transport and Environment](#) at her decision making meeting on 15 July 2024 to manage the implementation of the timed restrictions by introducing these measures using an Experimental Traffic Regulation Order (ETRO), with exemptions for residential access. An Experimental Traffic Regulation Order is a useful tool to trial new schemes and can only be in force for up to eighteen months. The first six months should be used for the public to comment on how the scheme is working and for the

Local Authority to consider whether changes are required, or not. The Local Authority then has a further twelve months to review all comments and decide how to proceed. Modifications to the scheme can be made during this period. If public support outweighs the objections, the Local Authority will make a permanent Order. The ETRO ran from 13 September 2024 to 13 March 2025. This approach has enabled ongoing evaluation of each of the 3 schemes over a 6-month period, enabling officers to consider or act on any feedback received.

1.8 The formal proposals were advertised, together with the draft ETRO (a copy of which is attached in Appendix 1) in the Sussex Express on 6 September 2024. Notices and copies of the relevant plans were placed at locations in the roads and surrounding areas. Approximately 350 letters, giving notification of the consultation, were delivered to local addresses within each scheme. The consultation was placed on the County Council's Consultation Hub. Copies of the proposals were sent to relevant County Councillors, Borough or District Councillors and Ward Councillors, and statutory consultees including the emergency services.

1.9 Traffic monitoring surveys – Traffic monitoring took place in September 2023 at each school before the ETRO (restricted access) was implemented and again following the end of the initial 6-month ETRO period in March 2025. The monitoring included traffic flows, pedestrian and cycle flows and observations of vehicle movements on the streets that are part of the School Streets scheme as well as adjoining streets. The results show that vehicle movements in Potters Lane and The Course, in Lewes have halved in the period from 2023 to 2025.

2. Comments and Appraisal

2.1 During the formal 6-month ETRO consultation period one objection each was received for All Saints CE Primary school and Langney Primary Academy. For Southover CE Primary school, Lewes, 222 comments were received in support of the scheme alongside 14 objections. The comments in support of the scheme have highlighted that there has been an increase in the number of younger children cycling to school and a safer place for families using buggies and the ability for children to move freely in a safe space. Several residents also have stated how the area feels much calmer and more accessible for people using mobility aids and how it is now much easier to park.

2.2 Further engagement was undertaken with those that objected to the scheme. This has resulted in each of the objections for Langney Primary and All Saints CE Primary being withdrawn and eight objections being withdrawn for Southover CE Primary.

2.3 Therefore, this report focuses on Southover CE Primary in Lewes and the 6 outstanding objections in relation to the ETRO located on Potters Lane, The Course and Cleve Terrace. Full copies of the correspondence received have been made available in the Members' Room and have also been made available to Planning Committee members in electronic format. Each item of correspondence has been considered individually, and a summary of the objections and officer comments are included at paragraph 2.4 below.

2.4 In appraisal of each of the outstanding 6 objections the following information is provided:

- **To increase the times of the restricted access to take into account after school clubs** (2 objections) – The current timings were agreed in

negotiation with the Head Teacher of Southover CE Primary school, before the commencement of the ETRO and also monitored during the 6-month monitoring period, with no further amendments requested by the school. The County Council followed guidance and best practice from other local authorities delivering similar schemes, who advised to keep restricted timings to a minimum to consider the needs of residents and other vehicles needing access to keep impact on traffic movements to a minimum, especially on the wider area. In consideration of the fact that attendance at after school clubs only relate to a smaller number of school pupils, the Head Teacher is in agreement with the timings and to reduce the impact of the scheme on the wider community it is recommended that the timings are not amended.

- **To issue resident passes to those who live on the streets where the ETRO is located to demonstrate that they have legitimate access during the operation of the scheme** (2 objections). The reason that this objection has been raised is that there have been a small number of conflicts between the school community and local residents, with a misunderstanding from the school community that residents should not have access. Whilst the County Council considered the use of access passes for residents, having taken advice from the Parking Team Manager and other authorities delivering similar School Street schemes across the country, the establishment of a new pass system would require considerable administrative resources which are currently not available. The County Council will continue to work with the school and local community to monitor the situation and ensure that there is a shared understanding of the scheme.
- **To provide access to the Southover CE Primary School Street scheme for resident parking permit holders in Zone E in Lewes who live outside of the streets covered by the ETRO, but who choose to park in these streets.** The School Streets ETRO for Southover CE Primary restricts access and the ability to park on Potters Lane, The Course and Cleve Terrace for residents with a Zone E resident parking permit but who live outside of these streets during the short, timed restriction. Whilst officers sympathise with the inconvenience that may be caused for a small number of residents for a short period of the day, providing access for all Zone E resident parking permit holders to these streets will negate the aim of the School Street scheme which is to restrict and minimise vehicle access and movement around schools during the school run times.
- **Relocate the existing School Street sign located on the corner of Cleve Terrace (outside of property number 2) at the junction with St Pancras Road.** The County Council carried out an initial review to consider re-locating the sign to a different location. However, the only other potential options include re-locating this sign within Cleve Terrace on the existing footway or locating it opposite the existing location. This would require further design work and the removal of one residents' parking place, which would have cost implications. East Sussex County Council (ESCC) has advised the resident who has objected to this element of the scheme, that if the scheme is made permanent, ESCC will consider whether it can be re-located as part of stage 2 works to support active travel to school within the area.

2.5 The result of the appraisal of these objections demonstrates there is not sufficient grounds to warrant the modification or withdrawal of the proposals as the scheme is overall operating effectively with considerable support received during the consultation. Therefore, it is recommended that these objections should not be upheld.

3. Conclusion and reasons for approval

3.1 The aim of the School Street scheme around Southover CE Primary school in Lewes is to support more families to walk, wheel and cycle to school, creating a more active community, which improves health and wellbeing both physically and mentally. In doing so, this is reducing the flow of traffic outside the school which will improve both road safety and air quality.

3.2 The Southover CE Primary School Street scheme has been delivered embracing a collaborative co-design approach involving members of the school community, residents in the area around the school as well as other key stakeholders. This approach has resulted in considerable local support for the School Street scheme covering Potters Lane, The Course and Cleve Terrace with 222 positive responses received during the consultation phase of the ETRO.

3.3 The engagement approach used to try to resolve the objections received to the ETRO has been to continue taking a collaborative approach and engaging with those that objected directly to consider and appraise the concerns raised whilst not compromising the overall aim of the scheme. This resulted in 6 remaining unresolved objections in relation to the School Street scheme for Southover CE Primary school which have been appraised in section 2 of the report.

3.4 It is recommended, for the reasons set out in the report, that the Planning Committee does not uphold the objections in section 2 and recommends to the Director of Communities, Economy, and Transport that the Experimental Traffic Regulation Order, as advertised, for Southover CE Primary school, Lewes be made permanent.

RUPERT CLUBB

Director of Communities, Economy and Transport

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Appendix 1

Copy of Experimental Traffic Regulation Order advertisement

EAST SUSSEX COUNTY COUNCIL

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

**The East Sussex (Lewes)(Parking Places, Waiting, No Stopping and Loading
Restrictions) Traffic Regulation Order 2020 Experimental Traffic Regulation
Order 2024**

(Southover School Street, Lewes)

Notice is hereby given that East Sussex County Council have made an Experimental Order on 30 August 2024, coming into operation on 13 September 2024 under Sections 9, 10(1) and (2) of the Road Traffic Regulation Act 1984, as amended, and of all other enabling powers, for a period not exceeding 18 months which will experimentally introduce the following restriction: -

Experimental Prohibition of Vehicles

Monday - Friday

Between the hours of 8.20am and 8.50am and between the hours of 3.00pm and 3.30pm

Cleve Terrace	its entire length
Potters Lane	its entire length
The Course	its entire length

The purpose of this Order is to facilitate a Safer School Street scheme at Southover Primary School.

A copy of the Experimental Order, plans showing the lengths of road and a statement of the Council's reason for making the Order, may be examined in Reception, East Sussex County Council, County Hall, St Anne's Crescent, Lewes BN7 1UE Monday to Friday between 9am and 4pm and online at; <https://consultation.eastsussex.gov.uk/economy-transport-environment/school-streets-scheme-southover-ce-primary-lewes>

East Sussex County Council will be considering in due course whether the provisions should be continued in force indefinitely by means of an Order under Sections 1(1), 2(1) to (4), 3(2), 4(2), 32, 35(1) and (3), 45, 49, 51, 52, 53 of the Road Traffic Regulation Act 1984.

Any person wishing to make an objection or other representation concerning this Experimental Order being continued must do so in writing, together with the grounds on which it is made, to Communities, Economy & Transport, Parking Services, B Floor, East Sussex County Council, County Hall, St. Anne's Crescent, Lewes, East Sussex BN7 1UE or email tros@eastsussex.gov.uk by 13 March 2025 quoting ref ETRO/501 (or if the Order is subsequently varied or modified by an Order made under Section 9, 10(1) or 10(2) of the Road Traffic Regulation Act 1984, six months from the date of coming into operation of such variation or modification).

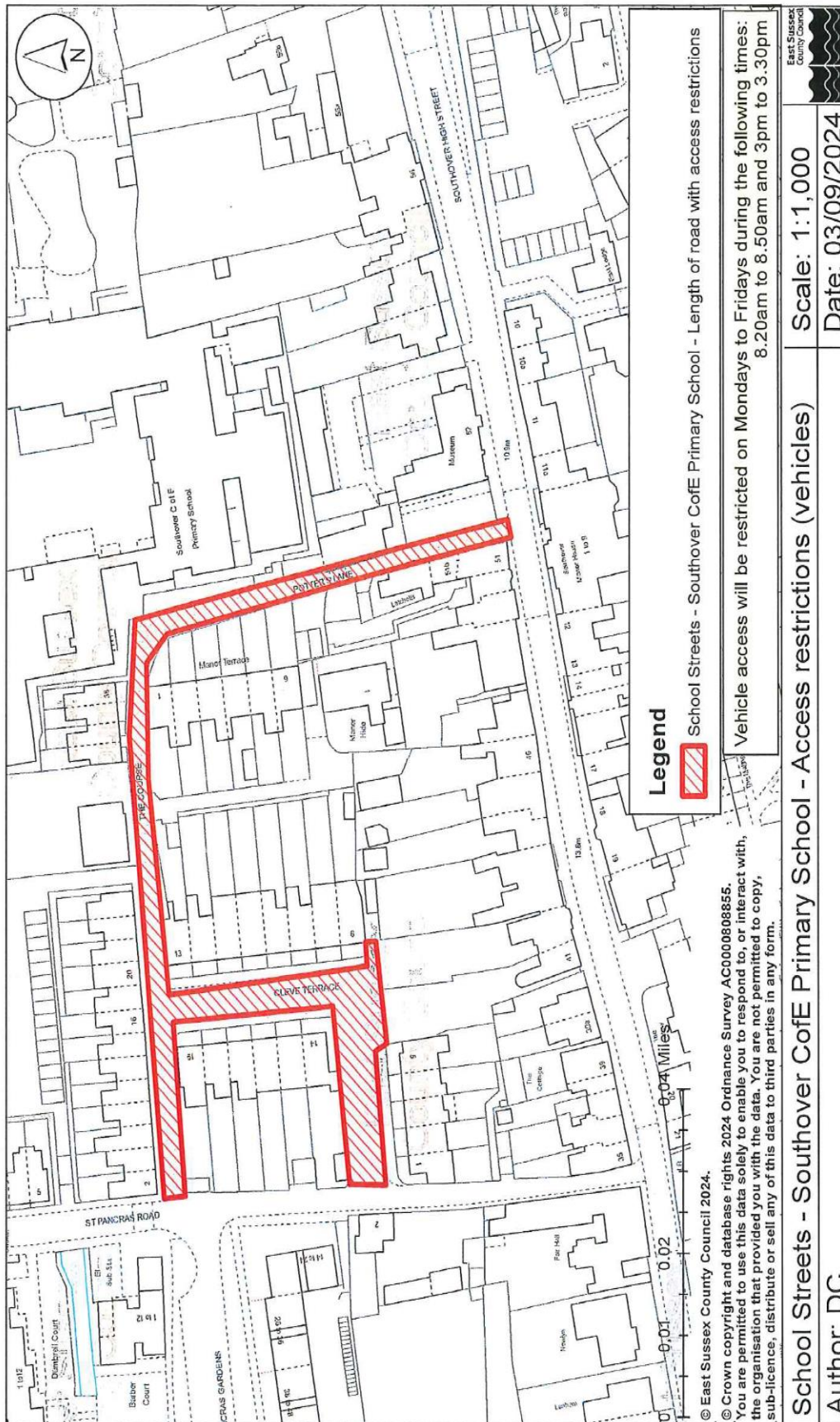
Any person wishing to question the validity of the Experimental Order or of its provisions on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984 or on the grounds that any requirement of the Act or any instrument made under it has not been complied with in relation to the Order may within six weeks of the date the Order is made, apply to the High Court for this purpose.

If you have any questions, require further information or would like paper copies of the Experimental Order please telephone Parking Services on 01323 466244 or email tros@eastsussex.gov.uk.

Philip Baker, Deputy Chief Executive,

Governance Services Department, County Hall, Lewes, East Sussex BN7 1UE

6 September 2024



EAST SUSSEX COUNTY COUNCIL

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

**The East Sussex (Lewes)(Parking Places, Waiting, No Stopping and Loading
Restrictions) Traffic Regulation Order 2020 Experimental Traffic Regulation
Order 2024**

(Southover School Street, Lewes)

STATEMENT OF REASONS

The County Council's reasons for making the Experimental Traffic Regulation Order are:

The Experimental Prohibition of Motor Vehicles on Potters Lane, Cleve Terrace and The Course will support the School Streets scheme in the vicinity of Southover CE Primary school using an Experimental Traffic Regulation Order (ETRO). The aim of the School Streets scheme is to support a healthier local environment near to the school, by making it safer and more enjoyable for everyone in the community to walk, wheel and cycle.

The Prohibition of Motor Vehicles will be **Monday - Friday between the hours of 8.20am and 8.50am and between the hours of 3.00pm and 3.30pm**. Residents on these three streets are exempt from the restrictions.

The ETRO will enable the County Council to monitor the operation of the School Streets scheme, to assess if it is working effectively and that restriction to vehicles during peak school hours does not adversely affect all road users and traffic movement within the vicinity of the scheme. The County Council will make appropriate modifications if required.

If it is considered successful, the County Council will make the ETRO permanent (subject to any objections being received during the initial 6 month consultation period, or any subsequent 6 month consultation period) within a maximum period of 18 months.

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

EAST SUSSEX COUNTY COUNCIL

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

**The East Sussex (Lewes)(Parking Places, Waiting, No Stopping and Loading
Restrictions) Traffic Regulation Order 2020 Experimental Traffic Regulation
Order 2024
(Southover School Street, Lewes)**

East Sussex County Council, in exercise of their powers under Sections 9, 10(1) and (2), of the Road Traffic Regulation Act 1984 ("the Act"), as amended, and of all other enabling powers, after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act and Traffic Management Act 2004, as amended, hereby make the following Order:

1. When this Order comes into effect:

The East Sussex (Lewes)(Parking Places, Waiting, No Stopping and Loading Restrictions) Traffic Regulation Order 2020 Experimental Traffic Regulation Order 2024 (Southover School Street, Lewes) shall have the effect of:-

- (a) the Map Tiles specified in Column 2 of Schedule One to this Order shall be in effect for the duration of this Experimental Order;
- (b) the Map Tiles specified in Column 1 of Schedule One to this Order shall be suspended for the duration of this Experimental Order.

2. In this Order: -

"motor vehicle" has the meaning assigned to it in section 136 of the Road Traffic Regulation Act 1984.

3. Save as provided in Article 4 no person shall cause or permit any motor vehicle to proceed in the lengths of road specified in Schedule Two to this Order shall be subject to a Prohibition of Motor Vehicles Monday to Friday from 8.20am to 8.50am and from 3.00pm to 3.

4. Nothing in Article 3 shall apply to:

- (a) a vehicle being used by the Police, Fire Brigade or Ambulance Service in event of an emergency;
- (b) a vehicle being driven under the direction of a police officer in uniform;
- (c) a vehicle being driven for the purposes of gaining access to a residential address located within the length specified in Schedule One to this Order;

(d) A vehicle located within the length of road specified in Schedule One of this Order before the commencement time periods in Article 3, being driven so as to leave the affected length of road.

5. "Specified Officer" is an Officer of the Authority who made the Experimental Order and who has the power to modify or suspend the Order or any provision of the Order, following criteria set out in Section 10(2) of the Road Traffic Regulation Act 1984.
6. A Specified Officer, or a person authorised on that behalf by a Specified Officer, may, as under the powers in Section 10(2) of the Act, suspend or modify the Order or any provision of the Order.

7. Commencement and Citation

This Order may be cited as "The East Sussex (Lewes)(Parking Places, Waiting, No Stopping and Loading Restrictions) Traffic Regulation Order 2020 Experimental Traffic Regulation Order 2024 (Southover School Street, Lewes)" and shall come into force on 13th September 2024.

SCHEDULE ONE

Column 1 The map tiles below shall be substituted	Column 2 The map tiles below shall be inserted
LP105	LP105 EXP
LP106	LP106 EXP
LQ106	LQ106 EXP

SCHEDULE TWO

SOUTHOVER SCHOOL STREET - PEDESTRIAN AND CYCLE ZONE

Prohibition of Motor Vehicles

Monday - Friday

Between the hours of 8.20am and 8.50am and between the hours of 3.00pm and 3.30pm

Road in Lewes	Extent of restriction
Cleve Terrace	for its entire length
Potters Lane	for its entire length
The Course	for its entire length

THE COMMON SEAL of EAST SUSSEX)
COUNTY COUNCIL was affixed)
hereto on the 30th day of August)
two thousand and twenty four in the presence of :-)



AUTHORISED SIGNATORY



1029961

H & T Ctte. 2.4.74 - para 4.2 joint
report of Director of Legal &
Community Services & County
Engineer - LM for Transport and
Environment 15 July 2024, item 7

Committee: Regulatory
Planning Committee

Date: 11 June 2025

Report by: Director of Communities, Economy and Transport

Title of Report: Bexhill Cycle Route Traffic Regulation Orders

Purpose of Report: To consider the objections received in response to the formal consultation on the draft Traffic Regulation Order associated with the Bexhill Cycle Route scheme.

Contact Officer: Ellie McDaniel

Local Members: Councillors Abul Azad, Charles Clark, Nuala Geary and Ian Hollidge

RECOMMENDATIONS:

The Planning Committee is recommended to:

- 1) Uphold, in part, the objections to the draft Order as set out in Appendix 1 to this report;
 - 2) Not uphold the objections to the draft Order as set out in Appendix 2 of this report; and
 - 3) Recommend to the Director of Communities, Economy and Transport that the Traffic Regulation Order be made in part.
-

CONSIDERATION BY THE DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

1.1 The Hastings and Bexhill Movement and Access Package (HBMAP), funded by the previous South East Local Enterprise Partnership, Local Growth Fund, comprises pedestrian, cycle, traffic management and public transport improvement schemes across Bexhill and Hastings. One of the identified schemes in the package is a shared pedestrian and cycle route between Collington and Bexhill Enterprise Park, Worsham in Bexhill-on-Sea. This is one of the principal routes identified in the East Sussex Local Cycling and Walking Infrastructure Plan (LCWIP) adopted in September 2021.

1.2 Following public consultation on the scheme, at the Lead Member for Transport and Environment meeting on 21 November 2022, it was resolved to progress the route to detailed design and construction.

1.3 An initial informal consultation on the proposed Traffic Regulation Orders associated with the scheme was carried out between 4 December and 20 December 2024 with the local District and County Councillors, and statutory consultees including the emergency services. No objections were received.

1.4 On 24 January 2025, the County Council gave notice under the relevant sections of the Road Traffic Regulation Act 1984, that it was proposing to make 2 Traffic Regulation Orders. Copies of the draft Traffic Regulation Orders are included in Appendices 3 and 4. The Orders were advertised in the Bexhill Observer on 24 January 2025. Notices and copies of the relevant plans were placed on posts and lamp-columns in the relevant areas. Letters, including plans, were delivered to local addresses and the consultation was placed on the Council's Consultation Hub website for any member of the public to comment. The formal period for representations ended on 14 February 2025.

1.5 The Bexhill Cycle Route Traffic Regulation Order (TRO) proposals are as follows:

- To introduce an additional length of no waiting at any time restriction at the junction of Richmond Avenue /South Cliff.
- To extend the existing no waiting at any time restriction at Terminus Avenue at its junction with Collington Avenue.
- To introduce a Goods Vehicle only Loading Bay at any time at Colebrooke Road next to Tesco Express.
- To introduce no waiting at any time restrictions at the junction of Arthur Road/ Piltdown Close/ Downlands Avenue.
- To replace the section of the existing no waiting restriction (Monday to Saturday 8am to 6pm) in front of the King Offa Primary Academy, in Down Road, with a no waiting at any time restriction.
- To introduce no waiting at any time restrictions at Holliers Hill on both sides of the road west of Church Vale Road.
- To extend the existing no waiting restriction at any time at Chantry Avenue at its junction with Holliers Hill.

1.6 In addition to the waiting restrictions, an Order was advertised proposing to revoke the existing no cycling orders along the lengths of footpath as detailed below:

- From London Road (north of Salisbury Road) westwards for approximately 43 metres.
- From Holliers Hill (opposite Church Vale Road) south westwards for approximately 40 metres.
- Between A259 Little Common Road (east of Physiques Gym) and Arthur Road.

2. Comments and Appraisal

2.1 During the formal consultation period, 38 items of correspondence were received in relation to the proposals. 36 of these include objections and 13 include support. Some items of correspondence included objections to some proposals and support for others. Some items of correspondence object to several different proposals. Some items of correspondence support several different proposals. Full copies of the correspondence received have been made available in the Members'

Room and have also been made available to Planning Committee members in electronic format.

2.2 Each item of correspondence has been considered individually, and a summary of the objections and officer comments are included in Appendices 1 and 2.

2.3 Following consideration of the responses, it is recommended to modify the following proposals (summarised in Appendix 1):

- To introduce no waiting at any time restrictions at the junction of Arthur Road/ Piltdown Close/ Downlands Avenue – modify the proposal by reducing the proposed length of no waiting at any time on Arthur Road and the southern side of Piltdown Close.

2.4 On review of the objections received, officers and scheme designers have concluded that the proposed waiting restrictions on Arthur Road could be reduced by 20.6m on each side of the road on the western arm of the junction while still providing adequate visibility. This review has also concluded that the proposed restrictions on the southern side of Piltdown Close could be reduced by 11m. As such, the proposed restrictions at this junction have been reduced by a total of 52.2m, which will enable parking space for approximately 8 vehicles.

2.5 Officers are satisfied that these modifications do not involve a substantial change to the draft Order, or introduce measures above and beyond the proposals that were consulted upon, and it is unnecessary to consult again on its implementation.

2.6 Objections were received in relation to the choice of roads and footways proposed for the cycle route. Nine major routes were identified and reviewed as part of an East Sussex Highways feasibility study in 2016. The feasibility of these routes was considered along with the network information collated by Sustrans in their Walking and Cycling Strategy for Bexhill, to create 4 proposed routes across Bexhill. As the designs progressed and funding became available, these routes were narrowed down to 2, one of which is the route which these proposed orders will help facilitate.

2.7 During these reviews, many other alternative options were considered, and after balancing the cost, risks and safety concerns the current route was approved to progress to detailed design and construction by the Lead Member for Transport and Environment at her decision-making meeting on 21 November 2022. The proposals have undergone the necessary road safety audit process to evaluate the impact on the safety of all road users. It has been determined that the proposed route is the most feasible option for implementation, improving connectivity for the town, reducing disruption to vehicles, and providing a safe route for pedestrians, cyclists, and wheelchair users.

2.8 Consideration has been given to the loss of on street parking. However, one of the scheme objectives is to promote active travel journeys in place of car journeys. A balanced approach has been taken throughout the design of the route to minimise impact on vehicles and parking whilst mitigating safety risks for pedestrians and cyclists.

2.9 Having considered the remaining objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn. In addition, were further amendments sought for the scheme, agreed delivery timescales for the externally

funded proposals, would not be met. It is considered that these objections should not be upheld.

3. Conclusion and reasons for recommendation

3.1 The Bexhill Walking and Cycling Route forms part of the Local Growth Funded Hastings and Bexhill Movement and Access Package. The route aims to increase and promote active travel and enhance accessibility for walking, cycling and wheeling. It will improve connections between key points of interest across the town. This scheme is currently at the detailed design stage and is programmed for construction in 2025/26.

3.2 The TRO for changes to waiting restrictions would allow for improved safety for cyclists and pedestrians using the route. The TRO for revoking existing no cycling orders would allow for footway widening works subject to subsequent Cycle Track Orders.

3.3 The approach in trying to resolve objections to the Orders has been to appraise the concerns raised by residents and other road users, whilst meeting road safety standards and the objectives of the scheme. Officers consider that for reasons presented in this report, objections should not be upheld and the proposals in these areas should proceed as per the draft TRO as advertised with a minor modification incorporated into the Order as per paragraphs 2.2 and 2.3 of this report.

3.4 It is therefore recommended for the reasons set out in this report, that the Planning Committee upholds, in part, the objections in Appendix 1, does not uphold the objections in Appendix 2, and recommends to the Director of Communities, Economy, and Transport that the Order be made in part.

RUPERT CLUBB

Director of Communities, Economy and Transport

BACKGROUND DOCUMENTS

None

Appendix 1 – Proposals where objections are recommended to be upheld in part

1. Junction of Arthur Road/ Piltdown Close/ Downlands Avenue (Cllr Nuala Geary)

1.1 The proposal at this location to install new double yellow lines at the junction of Arthur Road, Piltdown Close and Downlands Avenue.

1.2 The proposal advertised included 69m of restrictions on the northern side of Arthur Road, 108.6m on the southern side of Arthur Road and Downlands Avenue, and 66.3m on the southern side of Piltdown Close into the northern side of Downlands Avenue.

1.3 36 items of correspondence have been received from residents, of which 33 object on several grounds, 2 support, and one objects in part and supports in part.

1.4 27 objections received are on the grounds of reducing parking for residents and pushing parking onto neighbouring roads. Ten raise concerns around the impact on house prices. Six are on the grounds that not enough cyclists use this road to justify the level of disruption. Five mention this is a waste of public money which could be better spent elsewhere. Three raise concerns about how it will be enforced. Six object due to impact on access to local businesses. Five raise concerns about the impact of reducing parking for residents with accessibility needs. Seven object to the routing of the cycle and walking route and have suggested alternative options. Five are concerned about whether reducing parking will increase the speed of vehicles on the road. Four are concerned about the environmental impact of residents changing front gardens to paved driveways in response to the restrictions. One objector raised that it should be a dedicated cycle lane rather than on-carriageway route proposed.

1.5 While not formally submitted to East Sussex County Council for review, it should be noted that one objector included a link to a petition, which at the time of submission had over 100 signatures.

1.6 Three items of support have been received. Two support the proposal due to it currently being difficult for cars to pass through the junctions, including emergency service vehicles. One is concerned cars currently block visibility and supports the proposals to improve safety for drivers and pedestrians.

1.7 Officers have considered all responses received. The parking restrictions have been proposed to address the risk of head-on-collision, caused by parked vehicles at the bend reducing visibility and forcing cyclists to the centre of the carriageway. This risk was identified during a road safety audit and the mitigation

proposed was to introduce the parking restriction on both sides of the Piltdown Close/Downlands Avenue junctions and at the sharp bend on Downlands Avenue.

1.8 The carriageway on residential streets is part of the local highway network, which is controlled by the local Highway Authority. The public highway is open to all road users, and no one has the exclusive right to park in a specific space, even outside their own home. The Highway Authority is responsible for maintaining the highway network in a condition that is safe for users. When considering whether restrictions may be put in place or amended in order to do so, the value of neighbouring properties is not a criterion that can be considered.

1.9 The parking restrictions proposed are double yellow lines, with no waiting at any time. This does not prevent loading and unloading where safe to do so, including for residents unloading shopping and delivery drivers. Blue Badge holders can also park on double yellow lines for up to 3 hours.

1.10 There is no additional enforcement planned for the introduction of new parking restrictions. These will continue to be enforced as all other restrictions within the town.

1.11 Having considered all the objections, officers are satisfied that there are sufficient grounds to modify the proposal. Parking restrictions at this junction are considered necessary to aid cyclist visibility, it is however recognised that the proposals can be modified. Officers and scheme designers have concluded that the restrictions could be reduced by 20.6m on each side of the Arthur Road on the western side of the junction while still providing 31m visibility based on an average speed of 25mph. This review has also concluded the proposed restrictions on the southern side of Piltdown Close could be reduced by 11m.

1.12 **Recommendation:** To uphold, in part, the objections and to modify the proposal by reducing the no waiting at any time restriction on both sides of Arthur Road by 20.6m and the southern side of Piltdown Close by 11m.

Appendix 2 – Proposals where objections are recommended to not be upheld and are recommended to be implemented as advertised

1. Junction of Richmond Avenue /South Cliff (Cllr Ian Hollidge)

1.1. The proposal at this location is to introduce an additional length of double yellow lines at the junction of Richmond Avenue and South Cliff.

1.2. Ten objections have been received from residents on several grounds. Four raise concerns around a reduction in parking for residents. Five objectors do not think the proposals are necessary in this area. Two have proposed alternative routes. One raises concerns about the impact on property prices. One mentions this is a waste of public money which could be better spent elsewhere. One raises concerns about how it will be enforced.

1.3. Alternative route suggestions have been considered by officers and scheme designers and have not been considered feasible.

1.4. The proposal ensures the junction is not blocked by parked cars, so that cyclists can travel within the appropriate area [or part], with adequate visibility, while they are entering/exiting the junction. Officers consider this is necessary to mitigate safety concerns and support the objectives of the Cycle Route Scheme.

1.5. Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

2. Junction of Terminus Avenue/Collington Avenue (Cllr Nuala Geary)

2.1. The proposal at this location is to extend the existing no waiting at any time restriction at Terminus Avenue at its junction with Collington Avenue.

2.2. Eight objections have been received from residents on several grounds. Four do not feel the proposals are necessary in this area. Two raise concerns about enforcement. One mentions this is a waste of public money which could be better spent elsewhere. One is concerned about access to parking near Collington Surgery.

2.3. Two items of support have been received.

2.4. The proposals follow a parking study on the western end of Terminus Avenue which found that short stay parking/loading/unloading activities were particularly busy in this area. The proposed parking restrictions aim to reduce the conflict

between cyclists and vehicles near the junctions, a necessary mitigation of safety concerns to support the Cycle Route Scheme.

2.5. Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

3. Colebrooke Road (Cllr Nuala Geary)

3.1. The proposal at this location is to introduce a Goods Vehicle only Loading Bay at any time at Colebrooke Road next to Tesco Express.

3.2. Nine objections have been received from residents on several grounds. Two objections are on the grounds that it will negatively impact parking for shoppers. Two objections are on the grounds it will displace residents parking. Two are concerned how it will be enforced. Two objectors do not think it is needed. One raises concerns that it will not improve the current situation. One states Tesco already have an off-road loading bay.

3.3. Four items of support have been received. Two are on the grounds that the current situation is dangerous.

3.4. The proposal follows the stage one road safety audit for the Cycle Route Scheme which identified a risk of collision between cyclists and heavy goods vehicles loading and unloading at Tesco Express and cyclists at this area. The addition of a loading bay has been agreed with the road safety auditors as an adequate mitigation for this risk.

3.5. Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

4. Down Road (Cllr Abul Azad)

4.1. The proposal at this location is to replace the section of the existing no waiting restriction (Monday to Saturday 8am to 6pm) in front of the King Offa Primary Academy, in Down Road, with a no waiting at any time restriction.

4.2. Seven objections have been received on several grounds. Three do not think the proposals are necessary. Two mention the proposals are a waste of public money which could be better spent elsewhere. Two have raised concerns that it will impact school drop-offs and pick-ups.

4.3. Three items of support have been received.

4.4. The restrictions are currently in place during school drop-off and pick-up times, the extension to the restrictions is not expected to impact school users.

4.5. The proposal is to address risks raised in the road safety audit for the Cycle Route Scheme. The restrictions ensure the crossing point will not be blocked by on-street parking and cyclists have adequate visibility. This is a necessary mitigation to support the objectives of the Cycle Route Scheme.

4.6. Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

5. Holliers Hill west of Church Vale Road (Cllr Charles Clark)

5.1. The proposal at this location is to introduce no waiting at any time restrictions at Holliers Hill on both sides of the road west of Church Vale Road.

5.2. Five objections have been received on several grounds. Two objections are on the grounds of displacing residents parking. One mentions the proposals are a waste of public money which could be better spent elsewhere. One is concerned how this will improve the provision for cyclists.

5.3. One item of support has been received.

5.4. One responder objects in part and supports in part on the grounds it will be easier to see when pulling out of junction but has concerns about reducing parking for church visitors.

5.5. The proposal is to address the risks raised in the road safety audit to ensure buses are not blocked by parked vehicles and can remain on the correct side of the road to pass the proposed island after exiting the bus stop.

5.6. Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

6. Chantry Avenue (Cllr Charles Clark)

6.1. The proposal at this location is to extend the existing no waiting restriction at any time at Chantry Avenue at its junction with Holliers Hill.

6.2. Five objections have been received by residents on several grounds. One objects on grounds of displacing residents parking. One is concerned how this will improve the provision for cyclists. One objects on the grounds of reducing parking near the hospital.

6.3. Two items of support have been received.

6.4. The proposal addresses risks raised in the road safety audit relating to visibility and sight lines being obstructed by parked vehicles. This is necessary to mitigate safety concerns and support the objectives of the Cycle Route Scheme.

6.5. Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

7. London Road footpath (Cllr Abul Azad and Cllr Charles Clark)

7.1. The proposal at this location is to revoke the existing no cycling order along the length of footpath from London Road (north of Salisbury Road) westwards for approximately 43 metres.

7.2. Five items of correspondence have been received on several grounds. One objection has been received. Three items of support have been received. One comment regarding the rationale for revoking the restrictions has been received.

7.3. The objection is on the grounds the proposals are a waste of public money which could be better spent elsewhere.

7.4. Having considered the objection, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

7.5. **Recommendation:** To not uphold the objection and install the proposal as advertised.

8. Holliers Hill footpath (Cllr Charles Clark)

8.1. The proposal at this location is to revoke the existing no cycling order along the length of footpath from Holliers Hill (opposite Church Vale Road) south westwards for approximately 40 metres.

8.2. Nine items of correspondence have been received. Five support the proposals. Two objections have been received, and two comments regarding pedestrian rights of way and the rationale for revoking the restrictions have been received.

8.3. One objection is on the grounds that the footpath is not wide enough and would be dangerous for pedestrians. One mentions the proposals are a waste of public money which could be better spent elsewhere.

8.4. If the revoking of this Order is agreed, the footpath between Silvester Road and Holliers Hill will be widened to 3m, with a localised pinch point of 1.6m wide.

8.5. Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

9. Footpath between A259 Little Common Road and Arthur Road (Cllr Nuala Geary)

9.1. The proposal at this location is to revoke the existing no cycling order along the lengths of footpath between A259 Little Common Road (east of Physiques Gym) and Arthur Road.

9.2. Four objections have been received from residents on several grounds. One mentions the proposals are a waste of public money which could be better spent elsewhere. One objector does not think the proposals are necessary.

9.3. Five items of support have been received.

9.4. Two comments, which have been considered as objections, have been received. One questions the rationale for revoking the restrictions. One requests assurance that no trees will be cut down when widening the footpath.

9.5. Scheme designers are working with East Sussex County Council's Arboriculturist to ensure there is no damage to existing trees. Trial holes will be undertaken to understand the extent of roots underground and ensure any construction will not cause harm to the trees.

9.6. Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

The East Sussex (Bexhill)(Various Footpaths)(Prohibition of Cycling) Order 202* No*

East Sussex County Council in exercise of their powers under Sections 1 and 2 of the Road Traffic Regulation Act 1984 ("the Act"), as amended, 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. The following entries in the Schedule to The Borough of Bexhill (Various Footpaths)(Prohibition of Cycling) Order 1960 are hereby revoked:

No. 26 Footpath from a point on the west side of London Road 35 yards north of its junction with Salisbury Road leading in a westerly direction under the railway and thence along the southern boundary of the County Secondary School to Bexhill Down.

No. 31 Footpath from a point in Holliers Hill opposite Church Vale Road leading in a southerly direction to Barrack Road at a point immediately west of the Cemetery.

No. 41 Footpath from a point on the south side of Little Common Road 50 yards east of the Sports Centre leading in a south -westerly direction to Arthur Road immediately south of the Sports Centre.

2. No person shall ride or cause or permit to be ridden any bicycle on any of the lengths of footpath specified in the Schedule to this Order.
3. This Order may be cited as "The East Sussex (Bexhill)(Various Footpaths) (Prohibition of Cycling) Order 202* No*" and shall come into operation on DD/MM/YYYY.

SCHEDULE

No.	Description of Footpath
No. 69	Footpath from a point approximately 42 metres west of the junction with London Road leading in a westerly direction along the northern boundary of King Offa Primary School to Bexhill Down.
No. 70	Footpath from a point on the north side of Barrack Road immediately west of the Cemetery leading in a northerly direction to Bexhill Hospital at a point joining the footpath running along the southern boundary of the Bexhill Hospital.

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

Authorised Signatory

H & T Ctte. 2.4.74 - para 4.2 joint
report of County Secretary & County
Engineer - para 4.

EAST SUSSEX COUNTY COUNCIL

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

The East Sussex (Rother District) (Parking Places, Waiting, No Stopping and Loading Restrictions) Traffic Regulation Order 2020 Amendment Order 202* No. *

East Sussex County Council in exercise of its 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 the 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 (Rother District) (Parking Places, Waiting, No Stopping and Loading Restrictions) Traffic Order 2020 Amendment Order 202* No. * and shall come into effect on DD/MM/YYYYY.

2. When this Order comes into effect:

- (i) The East Sussex (Rother District) (Parking Places, Waiting, No Stopping and Loading Restrictions) Traffic Order 2020 as amended, shall have effect except as hereinafter contained.
- (ii) The Order Plans shall be amended as follows:

The map tiles below shall be revoked	The map tiles below shall be inserted
Bexhill Central	
MA221	MA221 Revision:1
MA222	MA222 Revision:1
ME221 Revision	ME221 Revision:1
ME220	ME220 Revision:1
MH219	MH219 Revision:1
	MB221
Bexhill Outer	
LX224	LX224 Revision:1
	LZ221

THE COMMON SEAL of EAST SUSSEX)
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