



REGULATORY COMMITTEE

PLANNING COMMITTEE

MEETING 10.30 am WEDNESDAY, 15 OCTOBER 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 17 September 2025 (*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

5. A259 Seaside and St Anthony's Avenue Traffic Regulation Order (*Pages 15 - 44*)
Report by the Director of Communities, Economy and Transport
6. A259 Upperton Road / Station Parade, Eastbourne Traffic Regulation Order (*Pages 45 - 60*)
Report by the Director of Communities, Economy and Transport
7. A259 Eastbourne Road and Pevensey Bay Road (40mph Speed Limit) Traffic Regulation Order (*Pages 61 - 78*)
Report by the Director of Communities, Economy and Transport
8. Cooksbridge Road, Hamsey Lane and Chatfield Close, Cooksbridge Traffic Regulation Order (*Pages 79 - 84*)
Report by the Director of Communities, Economy and Transport
9. Any other items previously notified under agenda item 4

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

7 October 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 17 September 2025.

PRESENT Councillors Philip Lunn (Deputy Chair), Abul Azad, Godfrey Daniel, Kathryn Field, Eleanor Kirby-Green and Paul Redstone

15. MINUTES OF THE MEETING HELD ON 16 JULY 2025

15.1 The Committee approved as a correct record the minutes of the meeting held on 16 July 2025.

16. APOLOGIES FOR ABSENCE

16.1 Apologies for absence were received from the Chair, Councillor Liddiard and Councillor Rodohan. Councillor Lunn, the Vice Chair, took the Chair for the meeting.

16.2 It was noted that Councillor Redstone was in attendance as a substitute for Councillor Liddiard.

17. DISCLOSURES OF INTERESTS

17.1 There were none.

18. URGENT ITEMS

18.1 There were none.

19. REPORTS

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

20. VARIATION OF CONDITION 3 OF PLANNING PERMISSION LW/799/CM(EIA) TO EXTEND THE HOURS OF WORKING. FISHER'S WHARF, EAST QUAY, NEWHAVEN PORT, NEWHAVEN BN9 0BN - LW/896/CM

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

20.2 Members have considered the report and agree with the conclusions and reasons for the recommendation set out in paragraph 8.1 of the report.

20.3 The Committee 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 drawings and documents listed in the Schedule of Approved Plans as referenced under planning application LW/799/CM (EIA).

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 - 20.00 on Mondays to Fridays inclusive and 07.00 - 17.00 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 hereby approved shall not take place except via the Newhaven port access road (McKinlay Way) to the east of the site. No such vehicles shall use the port access via Railway Road, Clifton Road and Beach Road, unless for reasons of an emergency.

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. All activities associated with operations permitted under application LW/799/CM(EIA) and details hereby approved regarding the extension of permitted processing hours, shall be carried out in accordance with The Operational Travel Plan approved under application LW/799/CM(EIA).

The operational travel plan shall be implemented 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.

6. All activities associated with operations permitted under application LW/799/CM(EIA) and details hereby approved regarding the extension of permitted processing hours, shall be carried out in accordance with the Dust Mitigation Scheme approved under application LW/799/CM(EIA).

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.

7. External lighting at the site shall be in accordance with details approved on 30 August 2018 under Condition 10 of LW/799/CM(EIA). No additional external lighting shall be installed on the site unless otherwise submitted to and agreed in writing by the Director of Communities, Economy and Transport.

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.

8. All activities associated with operations permitted under application LW/799/CM(EIA) and details hereby approved regarding the extension of permitted processing hours, shall be

carried out in accordance with The Noise Management Plan approved under application LW/799/CM(EIA).

The noise management plan shall be implemented in accordance with the approved details.

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.

9. 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.

10. The applicant shall notify the County Planning Authority of the commencement of the permitted extended hours. Within one month of the start of the permitted extended operating hours a noise monitoring assessment will be carried out by a suitably qualified independent 3rd party acoustic consultant, following recognised good practice, to determine compliance with condition 9 and a report submitted in writing to the Director of Communities, Economy and Transport.

The report shall:

- a) demonstrate whether the noise levels required by condition 9 are being achieved;
- b) if the survey does not demonstrate such compliance the report must include measures to reduce noise, which shall first be agreed in writing by the Director of Communities, Economy and Transport, such that the noise levels required by condition 9 will be met;
- c) These measures shall be implemented within a time period to be agreed by the Director of Communities, Economy and Transport, and compliance shall be demonstrated by a further noise survey, which must be submitted to and agreed in writing by the Director of Communities, Economy and Transport within a further 3 months of the measures being implemented.

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.

11. The Flood Risk Management measures, including proposed mitigation, as set out in Section 8.0 of the Water Environment and Flood Risk Assessment report by SLR Consulting Limited, dated October 2017 and approved under Permission LW/700/CM(EIA) shall be carried out as part of the development. The measures shall be fully implemented 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.

INFORMATIVES

1. The permitted site operations will enable the production of recycled aggregate to be sold from the site. As such the site operator will be required to make annual returns (detailing sales production and capacity) to the minerals planning authority in respect of the Aggregate Monitoring survey. This information will then be collated and sent to the South East Aggregate Working Party on behalf of the Government.

2. The applicant is reminded that the site will be monitored as part of the County Council's Site Monitoring Policy, to ensure operations at the site remain in compliance with the conditions attached to the planning permission hereby approved.

3. 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 the permission does not require the approval of a biodiversity gain plan before development has begun because one of the statutory exemptions or transitional arrangements listed is relevant.

Schedule of Approved Plans and Documents

Supporting Statement, Site Noise Monitoring Report, Figure L-DR1 Rev A Site Location Plan, Wbm Technical Note 4903 Brett Newhaven August 2025 Rev2 (a), Wbm Technical Note 4903 Brett Newhaven August 2025 Rev2 (b)

21. USE OF LAND FOR THE IMPORTATION, DEPOSIT, STORAGE & PROCESSING FOR RECYCLING AND RECOVERY OF SKIP WASTE COMPRISING CONSTRUCTION, DEMOLITION AND EXCAVATION WASTE, COMMERCIAL AND INDUSTRIAL, AND HOUSEHOLD WASTE (PART RETROSPECTIVE) INCLUDING CONSTRUCTION OF NEW CONCRETE HARDSTANDING AND STORAGE BAYS. HOLE FARM, WESTFIELD LANE WESTFIELD TN35 4SA FOR ECOSKIP WASTE & RECYCLING LTD - RR/899/CM

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

21.2 Members have considered the report and agree with the conclusions and reasons for the recommendation set out in paragraph 8.1 of the report.

21.3 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 and documents listed in the Schedule of Approved Plans and Documents.

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

3. Within one month of the date of the permission hereby approved, the applicant is required to submit a timetable for the implementation of details contained within the schedule of approved plans and documents, for written approval to the Director of Communities, Economy and Transport. Following approval, all works shall be carried out in accordance with the details contained within this document.

The document should include, but is not limited to, details pertinent to the following:

- Installation of concrete pad
- Installation of bays and associated concrete blocks
- Installation of drainage system
- implementation of any landscaping, planting and biodiversity enhancements
- Installation of any planting
- Implementation of a wheel washing area

For the avoidance of doubt, all works required to bring the site into compliance with the Site Layout Plan shall be completed no later than 6 months following the date on which this permission is granted, unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

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

4. Prior to the use of the concrete pad area as identified on the Site Layout Plan approved under this permission (RR/899/CM) an above-ground 30,000l sealed tank shall be installed and be in operation, unless otherwise agreed in writing.

Reason: To ensure satisfactory drainage of the site in accordance with Policy WLP28b of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Policy SRM2 of the Rother Local Plan Core Strategy.

5. The site shall only be used for the purposes identified in the planning application, namely the importation, deposit, storage and processing of no more than 10,000 tonnes per annum of skip waste comprising 9,500 tonnes of construction, demolition and excavation waste and no more than 500 tonnes of incidental items which may be classed as commercial, industrial and household waste under Waste Code 20 03 07. No putrescible or hazardous waste shall be permitted at the site.

Reason: In the interests of amenity of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013 and to ensure the continued protection of the environment and amenity of the area as required under Policy RD1 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan Revised Policies Document 2024.

6. The site shall, at all times, operate in accordance with the details contained within the Odour Management Plan submitted and subsequently approved under this planning permission (RR/899/CM). Any rejected waste items shall be identified and stored within the sealed container identified on the approved Site Layout Plan accompanying this permission and legally disposed of as soon as practically possible.

Reason: For the interest of minimising the risk of odour on site and in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and to ensure the continued protection of the environment and amenity of the area as required

under Policy RD1 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan Revised Policies Document 2024.

7. Upon receipt, any waste items classified as household waste shall be stored in designated skip as specified on the approved Site Layout Plan only. Sorting activities shall be undertaken in accordance with the details contained within the approved Odour Management Plan submitted which requires items to be sorted and stored on the same working day and in any case no longer than 24 hours. The designated area for skip storage must remain solely within the area of the concrete pad at all times.

Reason: In accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and to ensure the continued protection of the environment and amenity of the area as required under Policy RD1 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan Revised Policies Document 2024.

8. No waste management activities including the import and export of materials by vehicles shall be undertaken at the site except between the hours of 08.00 - 18.00 on Mondays to Fridays and 08.00 - 13.00 on Saturdays and there shall be no working on Sundays, Bank or Public Holidays.

Reason: In the interests of amenity in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and to ensure the continued protection of the environment and amenity of the area as required under Policy RD1 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan Revised Policies Document 2024.

9. Notwithstanding the terms of condition 8 no crushing or screening of any sort shall take place at the site other than between the hours of 09.00 - 16.00 on Mondays to Fridays only with no working on Saturdays, Sundays, Bank and Public Holidays.

Reason: In the interests of amenity in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and to ensure the continued protection of the environment and amenity of the area as required under Policy RD1 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan Revised Policies Document 2024.

10. The tool store and office/ welfare unit shall be constructed of white coloured metal containers and installed as per the details contained within the list of scheduled plans and document and shall be located as per the approved Site Layout Plan hereby approved. No other buildings or structures shall be installed on the site unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

Reason: To ensure the continued protection of the environment and amenity of the area as required under Policy RV1 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan Revised Policies Document 2024, Policy DEN1 of the Rother District Council Development and Site Allocations Local Plan 2019 and Policy EN1 of the Rother Local Plan Core Strategy 2014.

11. The 2.4m high palisade and chain link fencing panels and interlocking concrete blocks hereby permitted shall be coloured Dark Green (RAL 6005), unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

Reason: To integrate the boundary treatment into the local landscape and wider High Weald National Landscape in accordance with Policy RV1 of the East Sussex South Downs and Brighton and Hove Waste and Minerals Local Plan Revised Policies 2024, Policy DEN1 of the

Rother District Council Development and Site Allocations Local Plan 2019 and Policy EN1 of the Rother Local Plan Core Strategy 2014.

12. Unless otherwise agreed in writing by the Director of Communities, Economy and Transport, no machinery or equipment shall be used at the site except for those permitted under this application, as follows:

- One Terex Finlay 833 Screener
- One Terex TAS-150 Air separator.
- One Mobile Trommel
- One Terex 833+ Crusher
- One 360 loading shovel/ excavator - JCB JS145 (excavator) and JCB 436 (loading shovel)

Use of this machinery shall be carried out in accordance with the Noise Impact Assessment approved under this application (RR/899/CM).

Reason: In the interests of amenity in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and to ensure the continued protection of the environment and amenity of the area as required under Policy RD1 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan Revised Policies Document 2024.

13. No material stored within the bays specified on the approved Site Layout Plan shall exceed the 2.4m height of these bays. Any material stored outside of the bays but within the concrete pad shall also not exceed 2.4m in height. Any material stored in the designated storage areas as specified on the Site Layout Plan shall not exceed 6m in height.

Reason: In the interests of amenity in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and to ensure the continued protection of the environment and amenity of the area as required under Policy RD1 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan Revised Policies Document 2024 Policy DEN1 of the Rother District Council Development and Site Allocations Local Plan 2019.

14. Within one month of the date of this permission hereby granted, four marker posts shall be erected within the site (in specified locations) to identify the 6 metre materials height limit imposed in the designated storage areas. Those posts shall be retained for the duration of the use hereby approved and immediately replaced if lost or damaged. The approved scheme shall be implemented in full.

Reason: To enable the identification of the approved materials height limit in the interests of amenity and the landscape of the High Weald National Landscape in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and to ensure the continued protection of the environment and amenity of the area as required under Policy RD1 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan Revised Policies Document 2024 and Policy DEN1 of the Rother District Council Development and Site Allocations Local Plan 2019.

15. Any fuel, oil, lubricant and other potential pollutants shall be handled on the site in such a manner as to prevent pollution of any watercourse, wetland or aquifer. For any liquid other than water, this shall include storage in suitable tanks and containers which shall be housed in an area surrounded by bund walls of sufficient height and construction so as to contain the equivalent of 110% of the total contents of all containers and associated pipework. The floor and walls of the bunded areas shall be impervious to both oil and water. All pipes shall vent downwards into the bund.

Reason: To protect the water environment from pollution in accordance with Policy WMP28b of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

16. In alignment with the Transport Assessment approved under this permission, no more than 40 daily vehicle movements (20 in and 20 out) will be permitted at the site, unless otherwise agreed in writing by the Director of Communities, Economy and Transport. This includes all business, staff and other ancillary movements.

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

17. Within one month of the date of this permission, a designated vehicle washdown and inspection area shall be installed as per the approved Site Layout Plan (RR/899/CM). The washdown area shall be maintained and used on vehicles for the duration of the development.

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

18. Upon commencement of the development hereby approved, the approved Dust and Emissions Management Plan (RR/899/CM) shall be implemented in full for the lifetime of the development with associated equipment being maintained to ensure that best practicable means are taken to ensure that equipment is fit for purpose and in full working order.

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

19. Prior to the changes to the development taking place a parking area shall be provided in accordance with the approved plans/details which shall have been submitted to and approved in writing by the County Planning Authority in consultation with the Highway Authority and the area shall thereafter be retained for that use.

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

20. For the duration of the development, the vehicle turning spaces as detailed in approved drawing number 2555-004-07 shall remain clear and free of obstruction at all times to ensure the safety of vehicle movements.

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

21. The noise rating level emitted from the site at all times shall not exceed 43 dB LAeq 1 hour (freefield) when measured in accordance with BS 4142:1997 or equivalent at the Noise Sensitive Receptor A shown in Figure 4 of the Addendum Noise Report dated August 2012 under planning permission RR/700/CM and Figure 1 of the Materials Processing Facility Noise Assessment report dated September 2013 under planning application RR/724/CM.

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

22. Any noise mitigation measures recommended in the approved Noise Impact Assessment (this includes fitting a polyurethane sieve plate and rubber isolators to the screener) shall be implemented before the new equipment is brought into operation, such measures shall be maintained at all times.

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

23. The operational noise rating level shall, at all times, be no more than +5dB above the background noise levels, as determined at the nearest noise sensitive receptors and in accordance with the latest version of BS4142'.

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

24. Within 3 months of the site becoming fully operational, the results of an independent noise survey shall be submitted to the Director of Communities, Economy and Transport for written approval. Any additional mitigation measures that the Director of Communities, Economy and Transport deems to be necessary in order to meet other relevant conditions detailed within this permission, shall be implemented with immediate effect.

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

25. Prior to the use of the extended concrete pad hereby permitted, further details relating to drainage shall be submitted to and approved in writing by the Director of Communities, Economy and Transport. The details shall include the following:-

- Detailed design for the drainage and storage of rainwater for the concrete pad shall be provided. This will need to include construction details and a plan for managing water levels in the tank such that sufficient spare capacity is maintained at all times for a design storm of 1% AEP (100 year return period) plus 45% Climate Change Allowance.

- Details of the outfall of the proposed attenuation tank and how it is drained shall be provided as part of the design.

Reason: To ensure satisfactory drainage of the site in accordance with Policy WLP28b of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Policy DEN5 of the Rother District Council Development and Site Allocations Local Plan 2019 and Policy EN7 of the Rother Local Plan Core Strategy 2014.

26. Details of the approved surface water drainage scheme as detailed in Condition 25 shall be implemented in full no later than 3 months following the date of planning permission being granted.

Reason: To ensure satisfactory drainage of the site in accordance with Policy WLP28b of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Policy DEN5 of the Rother District Council Development and Site Allocations Local Plan 2019 and Policy EN7 of the Rother Local Plan Core Strategy 2014

27. A maintenance and management plan for the drainage system as per the details required under conditions 25 and 26 shall be submitted for approval before any construction commences on site and shall be implemented for the lifetime of the development.

Reason: To ensure satisfactory drainage of the site in accordance with Policy WLP28b of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Policy DEN5 of the Rother District Council Development and Site Allocations Local Plan 2019 and Policy EN7 of the Rother Local Plan Core Strategy 2014.

28. The details contained within the approved Landscape Specification and Management Plan and Planting Proposals Plan (RR/899/CM) shall be implemented within the first suitable

planting season following the date of this permission and maintained in full for the lifetime of the development.

Reason: to ensure the continued protection of the environment and amenity of the area and wider High Weald National Landscape as required under Policy RD1 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan Revised Policies Document 2024 as well as Policies EN1 and EN5 of the Rother Local Plan Core Strategy 2014 and Policy DEN2 of the Rother District Development and Site Allocations Plan 2019.

29. No materials or equipment shall be stored within 2 metres of the site boundaries. Furthermore, the boundaries of the site shall, at all times, remain free of material overspill and any associated litter. In the event that any damage to existing vegetation is observed, like for like compensatory planting will be required

Reason: To prevent overspill of materials into adjacent land and to ensure the continued protection of the environment and amenity of the area and wider High Weald National Landscape as required under Policy RD1 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan Revised Policies Document 2024 as well as Policies EN1 and EN5 of the Rother Local Plan Core Strategy 2014 and Policy DEN2 of the Rother District Development and Site Allocations Plan 2019.

30. Specifications and proposed locations of bird and bat boxes to be installed in accordance with the Ecological Impact Assessment hereby approved under this application, shall be submitted to the Director of Communities, Economy and Transport no later than 3 months after the date upon which permission is granted.

Reason: to ensure the continued protection of the environment and amenity of the area and in the interests of the High Weald National Landscape as required under Policy RD1 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan Revised Policies Document 2024 as well as Policies EN1 and EN5 of the Rother Local Plan Core Strategy 2014 and Policy DEN2 of the Rother District Development and Site Allocations Plan 2019

31. No artificial external lighting, including floodlighting, shall be installed or used in relation to the development hereby permitted other than in accordance with details first submitted to and approved in writing by the Director of Communities, Economy and Transport.

Reason: In the interests of amenity and the character and appearance of the area and High Weald National Landscape in accordance with Policies WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Policy OSS4 of the Rother District Council Local Plan Core Strategy 2014 as well as Policies EN1 and EN5 of the Rother Local Plan Core Strategy 2014 and Policy DEN2 of the Rother District Development and Site Allocations Plan 2019

INFORMATIVES

1. Environmental permit

Please note that this development may require an environmental permit, a variation of an existing permit or an exception from an environmental permit from us.

Further information can be found on the gov.uk website –

<https://www.gov.uk/topic/environmental-management/environmental-permits>

The Applicant must ensure that the operations at the site are in accordance with the Environmental Permitting (England and Wales) Regulations 2016. The Applicant is advised to contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk for further permitting advice.

Please note that the need for an environmental permit is separate to the need for planning permission. The granting of planning permission does not necessarily lead to the granting of a permit.

2. Safe digging practices in accordance with HSE publication HSG47 "Avoiding Danger from Underground Services" must be used to verify and establish the actual position of the mains, pipes, services and other apparatus on site before any mechanical plant is used.

3. Applicant is reminded enforcement action will be taken will be taken in the event that the site does not comply with details agreed from the date on which the permission granted.

4. The Highway Authority expects the parking and waiting of all the vehicles utilising the site to be managed at all times to ensure that there is no waiting or delays occurring on the main carriageway and furthermore, wish for the access onto Westfield Lane be free from parked vehicles.

5. Based on the information available, this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements are considered to apply. These can be found in the relevant legislation included in Schedule 14 of the Environment Act 2021.

6. The applicant is reminded that, under the Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended), it is an offence to (amongst other things): deliberately capture, disturb, injure, or kill great crested newts; damage or destroy a breeding or resting place; intentionally or recklessly obstruct access to a resting or sheltering place. Planning permission for a development does not provide a defence against prosecution under this legislation. Should great crested newts be found at any stage of the development works, then all works should cease, and a professional and/or suitably qualified and experienced ecologist (or Natural England) should be contacted for advice on any special precautions before continuing, including the need for a licence.

7. The permitted site operations will enable the production of recycled aggregate to be sold from the site. As such the site operator will be required to make annual returns (detailing sales production and capacity) to the minerals planning authority in respect of the Aggregate Monitoring survey. This information will then be collated and sent to the South East Aggregate Working Party on behalf of the Government.

8. The applicant is reminded that the site will be monitored as part of the County Council's Site Monitoring Policy, to ensure operations at the site remain in compliance with the conditions attached to the planning permission hereby approved.

Schedule of Approved Plans and Documents

2555-004-02 - Site Location Plan, Appendix 1 - Ecological Impact Assessment, Appendix 2a - Landscape Works Specification and Landscape Management Plan, Appendix 2b - Planting Proposals, Appendix 3 - Noise Impact Assessment, Appendix 5 - dust & Emissions Management Plan, Appendix 7 - Swept Path (Articulated Vehicle), Appendix 8 - Transport Assessment, Appendix 9 - Carbon Assessment, Ecoskips Supporting Statement Revised 11 June 2025 , Revised site layout plan 2555 004 03 Plp (d) A1 (002), Appendix 4 Drainage Statement V1.2 Amended 10 07 2025 (002), Appendix 6 Odour Management Plan V1.2 Amended 11 07 2025, Tool Shed 2555 004 08 Tse () A4, 2555 004 09 Fencing Elevs () A4

(The meeting ended at 11.08 am)

CHAIRMAN

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Committee:	Regulatory Planning Committee
Date:	15 October 2025
Report by:	Director of Communities, Economy and Transport
Title of Report	A259 Seaside and St Anthony's Avenue – Traffic Regulation Order
Purpose of Report:	To consider the objections received in response to the formal consultation on the draft Traffic Regulation Order associated with the Bus Service Improvement Plan (BSIP) Bus Priority Scheme on A259 Seaside and St Anthony's Avenue.
Contact Officer:	Humphrey Basset – tel. 01273 482416
Local Member:	Councillors David Tutt, Stephen Holt and Penny di Cara

RECOMMENDATIONS:

The Planning Committee is recommended to:

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

CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

- 1.1** The A259 Seaside and St Anthony's Avenue Bus Priority Scheme in Eastbourne is part of a package of bus priority measures identified in the East Sussex Bus Service Improvement Plan.
- 1.2** Initial consultation was undertaken in summer 2023 at feasibility stage. Following consideration of the consultation outcomes at the Lead Member for Transport and Environment decision-making meeting in January 2024, a further consultation was undertaken in summer 2024 on revised scheme proposals as requested by the Lead Member.
- 1.3** The outcomes of the summer 2024 consultation were reported to the Lead Member for Transport and Environment in November 2024 where the Lead

Member resolved to progress the revised scheme to preliminary design, detailed design and construction.

- 1.4 Introducing the A259 Seaside and St Anthony's Avenue bus priority scheme is integral to delivering the objectives of the East Sussex Local Transport Plan 4, enabling residents to enjoy higher quality bus services, improved journey times with reduced delays, that provide a frequent, integrated and comprehensive choice and an alternative to the car. The proposals also aim to improve safety and accessibility for all road users within the area.
- 1.5 The bus priority measures seek to deliver connectivity to key destinations, reduce congestion and strengthen the resilience of the transport network; make a positive contribution towards improving air quality as well as decarbonising transport and travel to support the achievement of the County Council's target of net zero carbon emissions by 2050 at the latest and Eastbourne Borough Council's same ambition by 2030.
- 1.6 The scheme is being funded by East Sussex Bus Service Improvement Plan capital funding, which the County Council has received from the Government's Department for Transport for the purpose of delivering bus priority infrastructure within the county.
- 1.7 A summary of the Notice of the proposals is listed below. A full version of the Notice is detailed at Appendix 1.

East Sussex County Council proposes to introduce:

Bus Lanes in the following lengths of road in Eastbourne:

- Seaside (north-western side)
- Seaside (south-eastern side)
- St Anthony's Avenue (south-eastern side)

Bus Stop Clearways in the following roads in Eastbourne:

- Seaside (north-western side)
- Seaside (south-eastern side)
- St Anthony's Avenue (north-western side)
- St Anthony's Avenue (south-eastern side)

No Waiting At Any Time in the following roads in Eastbourne:

- Allfrey Road (both sides)
- Finmere Road (both sides)
- Romney Street (both sides)
- Rye Street (both sides)
- Seaside (north-western side)
- Seaside (south-eastern side)
- Southbourne Road (north-eastern side)
- St Anthony's Avenue (north-western side)
- St Anthony's Avenue (south-eastern side)
- St Anthony's Avenue Service Road East

- St Anthony's Avenue Service Road West

Time Limited 8am - 6pm maximum stay 1 hour no return within 1 hour in the following road in Eastbourne:

- Seaside (south-eastern side)

Introduce or alter pedestrian crossings in the following locations in Eastbourne:

- Seaside – outside Nos. 342 and 347, with the associated zig-zag markings extending for a total distance of 30.8 metres on the north-west side and 47.8 metres on the south-east side.
- Seaside – outside St Andrew's Church, with the associated zig-zag markings extending for a total distance of 22.7 metres on the north-west side and 52.5 metres on the south-east side.
- Seaside – approximately 40 metres south-west of Seaside Roundabout (at the side of Wren Kitchens), with the associated zig-zag markings extending for a total distance of 44.8 metres on both sides.
- Seaside – outside No. 511, with the associated zig-zag markings extending for a total distance of 44.7 metres on the north-west side and 32 metres on the south-east side.
- Seaside – outside Queen Alexandra's Cottage Homes and No. 1 Winston Crescent, with the associated zig-zag markings extending for a total distance of 30.9 metres on the north-west side and 43.7 metres on the south-east side.

2. Comments and Appraisal

- 2.1 An initial informal consultation on the proposed Traffic Regulation Order (TRO) for A259 Seaside and St Anthony's Avenue took place between 16 December 2024 and 16 January 2025 with the local Borough and County Councillors, bus operators, businesses, residents and statutory consultees including the emergency services. 236 comments were received.
- 2.2 As a direct result of the informal feedback received, a number of design changes were made including:
 - permitting cyclists to use the new eastbound and westbound bus lanes and;
 - additional zig-zag strokes across Southbourne Road, Finmere Road and Queens Crescent,
 - a limited wait parking between 8am-6pm of 1 hour no return was introduced on the south side of Seaside between Rye Street and Winchelsea Road.
- 2.3 Following the initial informal consultation, Sussex Police confirmed their support for the scheme. No response was received from East Sussex Fire & Rescue or South East Coast Ambulance service.

- 2.4 On 23 May 2025, the County Council gave notice under the relevant sections of the Road Traffic Regulation Act 1984, that it was proposing to make a Traffic Regulation Order (TRO/520) for A259 Seaside and St Anthony's Avenue by advertisement. A copy of the TRO Notice as advertised, is included at Appendix 1.
- 2.5 The notice was advertised in the Eastbourne Herald on 23 May 2025. Copies of the notice were placed on posts and lamp-columns along the scheme extent. Hard copies of the TRO documents were available to view at Eastbourne Town Hall and County Hall in Lewes. 1,400 postcards with details of the consultation were printed and delivered to residential and business properties along the scheme extent. The consultation was placed on the Council's consultation hub website and residents were also invited to provide their feedback over email and by post. Residents were provided with a telephone number if they needed the TRO information in a different format. The formal period for representations ended on 13 June 2025.
- 2.6 Following the closure of the formal TRO 520 consultation for A259 Seaside and St Anthony's Avenue, some errors were identified in the advertised TRO documents. These included typographical errors pertaining to certain road names and zig-zag road marking lengths. To ensure residents are provided with accurate information, the formal TRO for A259 Seaside and St Anthony's Avenue was readvertised from 18 July to 8 August 2025.
- 2.7 Those who had previously submitted a representation were informed that they did not need to make a new representation under the TRO re-advertisement.
- 2.8 During the formal consultation period, including the re-advertisement, 581 representations were received in relation to the proposal. 544 of these were objections and 37 were supportive. 5 people withdrew their objection following information provided to them by the Council.
- 2.9 Objections cited a number of themes; perceived increase to congestion and journey times, loss of parking, implementation of pedestrian crossings and crossing safety, school drop off safety, bus build outs, loading, deliveries and taxis, implications on emergency services, increase in air pollution, impact on businesses, the TRO consultation process, funding and its suitability to the scheme citing it could be better used on alternative projects, existing road widths and widening provisions, unreliable bus services, manoeuvres onto side streets and cyclist considerations. Full copies of the representations received, and officers' responses have been made available in the Members' room and have also been made available to Planning Committee Members in electronic format.
- 2.10 Each objection has been considered individually and a summary of the objections and officer responses are included in Appendix 2.
- 2.11 Consideration to the loss of on street parking has been given throughout the design of the scheme and it was one of the key reasons for the further consultation in summer 2024. However, a key scheme objective is to promote bus service journey time improvements in lieu of journeys otherwise being undertaken by car. Therefore, a balanced approach has been taken throughout the design of the route. This has reflected that there are competing needs for the available roadspace along the corridor, and therefore the design sought to

provide for buses and mitigate safety risks for pedestrians and cyclists whilst also minimising impact on vehicles and parking. A Stage 1 Road Safety Audit of the scheme design was carried out in June 2025.

- 2.12 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn and that the objections should not be upheld.
- 2.13 The officer recommendation is to not uphold the objections to the draft Order as set out in Appendix 2. The numbers listed in Appendix 2 exceed the total number of objections received since many objections referenced multiple themes and therefore many representations are counted under more than one theme.

3. Conclusion and reasons for recommendation

- 3.1 The Seaside and St Anthony's Avenue Bus Priority Scheme in Eastbourne is part of a wider package of bus priority measures that is funded through the Bus Service Improvement Plan funding that East Sussex County Council has received from Government to deliver bus priority infrastructure in the county.
- 3.2 Introducing the A259 Seaside and St Anthony's Avenue bus priority scheme is integral to delivering the objectives of the East Sussex Local Transport Plan 4 and East Sussex Bus Service Improvement Plan, enabling residents to enjoy higher quality bus services, improved journey times with reduced delays, that provide a frequent, integrated and comprehensive choice and an alternative to the car. The proposals also aim to improve safety and accessibility for all road users within the area.
- 3.3 The scheme is currently at detailed design stage and is programmed for construction in 2026/27.
- 3.4 The TRO will enable:
- The introduction of a new eastbound bus lane between Windermere Crescent and Seaside Roundabout and a new westbound bus lane between Langney Roundabout and Seaside Roundabout.
 - New and upgraded pedestrian crossings.
 - New uncontrolled on-street parking to help mitigate against the loss of parking.
- 3.5 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 advertised.
- 3.6 It is therefore recommended for the reasons set out in this report, that the Planning Committee does not uphold the objections in Appendix 2 and recommends 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

[Decision - Bus Service Improvement Plan \(BSIP\) - Bus Priority Measures Consultation Outcome | Monday, 15 January 2024 | East Sussex County Council](#)

[Decision - Consultation outcome for revised Seaside and St Anthony's Avenue bus priority proposals in Eastbourne | Monday, 18 November 2024 | East Sussex County Council](#)

EAST SUSSEX COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**The Eastbourne (Prescribed Routes) (Consolidation No 2) Order 2008 Order 202*
Amendment No.* (Seaside and St Anthonys Avenue, Eastbourne)**

**East Sussex County Council (Prohibition and Restriction of Waiting, No Stopping,
Loading, Unloading and Parking Places) (Eastbourne Borough Consolidation) Order
2025 Amendment Order 202* No.* (Seaside and St Anthonys Avenue, Eastbourne)**

NOTICE IS HEREBY GIVEN that East Sussex County Council proposes to make the above Traffic Regulation Orders under the relevant sections of the Road Traffic Regulation Act 1984, as amended, and of all other enabling powers which would introduce:

Bus Lanes in the following lengths of road in Eastbourne:

Seaside - North-Western side -

From a point 3.7 metres North-East of the South-Western flank wall of Nos. 336 - 338 North-Eastwards for a distance of 52.2 metres.

From opposite a point 49.9 metres South-West of the property boundary of No. 357 and No. 359 North-Eastwards for a distance of 264.6 metres.

From a point 0.5 metres South-West of the property boundary of No. 348 and No. 350 North-Eastwards for a distance of 106.1 metres.

From a point 4.5 metres South-West of the property boundary of No. 386 and No. 388 North-Eastwards for a distance of 55 metres.

Seaside - South-Eastern side -

From a point 6.4 metres North-East of the Eastern property boundary of No. 555 South-Westwards for a distance of 162 metres.

From a point 8 metres North-East of the property boundary of No. 561 and Nos. 2-4 Queen's Crescent, South-Westwards for a distance of 201.9 metres.

St Anthony's Avenue - South-Eastern side -

From a point 4.2 metres North-East of the property boundary of No. 16 and No. 18 South-Westwards for a distance of 66.4 metres.

From a point 1 metre West of the property boundary of No. 80 and No. 82 South-Westwards for a distance of 251.1 metres.

Bus Stop clearways in the following roads in Eastbourne:

Seaside - North-Western side -

From a point 4.2 metres North-East of the property boundary of No. 392 and No. 394 North-Eastwards for a distance of 13.0 metres.

Seaside - South-Eastern side -

From a point 2.5 metres South-West of the property boundary of No. 341 and No. 343 South-Westwards for a distance of 17.0 metres.

From a point 5.3 metres North-East of the property boundary of No. 421 and No. 423 South-Westwards for a distance of 13.0 metres.

From opposite a point 4.2 metres North-East of the property boundary of No. 370 and No. 372 North-Eastwards for a distance of 13.0 metres.

From a point 8.1 metres South-West of the property boundary of Queen Alexandra's Cottage Homes and No. 557A South-Westwards for a distance of 15.0 metres.

St Anthony's Avenue - North-Western side -

From a point 4.5 metres South-West of the property boundary of No. 69 and No. 71 North-Eastward for a distance of 17 metres.

No Waiting At Any Time Restrictions in the following roads in Eastbourne:

Allfrey Road - both sides - at its junction with Seaside.

Finmere Road - both sides - at its junction with Seaside.

Romney Street - both sides - at its junction with Seaside.

Rye Street - both sides - at its junction with Seaside.

Seaside - North-Western side -

From a point 2.6 metres South-West of the South-Western flank wall of No. 336 North-Eastwards for a distance of 16.9 metres.

From opposite a point 6.1 metres South-West of the North-Eastern boundary of No. 355 North-Eastwards for a distance of 20.9 metres.

From opposite a point 8.7 metres South-West of the property boundary of No. 357 and No. 359 North-Eastwards for a distance of 252.1 metres.

From its junction with Finmere Road North-Eastwards to a point 2.0 metres North-East of the property boundary of No. 356 and No. 358.

From opposite a point 1.1 metres South-West of the property boundary of No. 443 and No. 445 North-Eastwards for a distance of 19.1 metres.

From the property boundary of No. 378 and No. 380 North-Eastwards for a distance of 10.9 metres.

From a point 3.0 metres South-West of the property boundary of No. 386 and No. 388 North-Eastwards for distance of 23.4 metres.

From a point 2.2 metres South-West of the property boundary of No. 398 and No. 400 North-Eastwards for a distance of 29.9 metres.

From a point 6.7 metres North-East of the property boundary of No. 21-23 and No. 22-24 Tollgate Gardens North-Eastwards for a distance of 13.8 metres.

From a point 1.1m South-West of the Southern property boundary of No. 1-2 Winston Crescent South-Westwards for a distance of 3.4 metres.

Seaside - South-Eastern side -

From a point 2.9 metres North-East of the property boundary of No. 333 and No. 335 to the junction with Romney Street.

From a point 2.6 metres South-West of the South-Western boundary of No. 337 to the junction with Romney Street.

From a point 2.4 metres North-East of the South-Western property boundary of No. 381 North-Eastwards for a distance of 2.4 metres.

From a point 0.5 metres South-West of the North-Western property boundary of No. 401 to the junction with Rye Street.

From a point 9.8 metres South-West of the property boundary of No. 403 and 405 to the junction with Rye Street.

From a point 1.9 metres North-East of the South-Western boundary of No. 433 South-Westwards for a distance of 2.3 metres.

From a point 1.4 metres North-East of the property boundary of No. 421 and No.423 North-Eastwards for a distance of 2.4 metres.

From a point 4.0 metres North-East of the property boundary of No. 443 and No. 445 to its junction with Allfrey Road.

From a point 16.3 metres North-East of the South-Western flank wall of No. 453 to its junction with Allfrey Road.

From a point of the North-Eastern property boundary of No. 477 South-Westwards for a distance of 29.3 metres.

From a point 1.7 metres South-West of the property boundary of No. 501 and No. 503 North-Eastwards for a distance of 7.4 meters.

From a point 4.8 metres North-East of the property boundary of No. 515 and No. 517 North-Eastwards for a distance of 144 metres.

From opposite a point 5.2 metres North-East of the property boundary of Nos. 21 - 23 and Nos. 22 - 24 Tollgate Gardens North-Eastwards for a distance of 15.0 metres.

From opposite a point 64.9 metres North-East of the property boundary of Nos. 21 - 23 and Nos. 22 - 24 Tollgate Gardens North-Eastwards for a distance of 44.3 metres (replaces 10 metres of Ambulances Only At Any Time).

From a point 10.2 metres South-West of the South-Western property boundary of St Anthony's Centre North-Eastwards for a distance of 34.6 metres.

Southbourne Road - North-Eastern side - at its junction with Seaside.

St Anthony's Avenue - North-Western side -

From a point of 2.1 metres North-East of the property boundary of No. 65 and 67 to its junction with St Anthony's Avenue Service Road West.

From a point of 4.5 metres South-West of the property boundary of No. 69 and 71 to its junction with St Anthony's Avenue Service Road West.

From a point 0.8 metres North-East of the property boundary of No. 73 and No. 75 South-Westwards for a distance of 2 metres.

St Anthony's Avenue - South-Eastern side -

From a point 1.1 metres South-West of the property boundary of No. 4 and No. 6 North-Eastwards for a distance of 50.4 metres.

From a point 5.6 metres South-West of the property boundary of No. 20 and No. 22 to its junction with St Anthony's Avenue Service Road East.

From a point 3.1 metres North-East of the western wall No. 74 St Anthony's Avenue to its junction with St Anthony's Avenue Service Road East.

St Anthony's Avenue Service Road East - both sides - at its junction with St Anthony's Avenue.

St Anthony's Avenue Service Road West - both sides - at its junction with St Anthony's Avenue.

Uncontrolled (i.e. free) parking places in the following locations in Eastbourne:

Seaside - North-Western side -

From a point 3.5 metres South-West of the property boundary of No. 362 and No. 634 North-Eastwards for a distance of 32.1 metres.

From a point 1.7 metres South-West of the property boundary of No. 374 and 376 North-Eastwards for a distance of 13 metres.

From the property boundary of Nos. 1-3 and Nos. 2- 4 Tollgate Gardens North-Eastwards for a distance of 115.6 metres.

From opposite a point 3.8 metres North-East of the property boundary of No. 543 and No. 545 North-Eastwards for a distance of 22.7 metres.

From opposite a point 5.2 metres North-East of the property boundary of No. 549 and No. 551 North-Eastwards for a distance of 24.8 metres (replaces No Waiting At Any Time).

From opposite a point 18.2 metres North-East of the property boundary of No. 553 and No. 555 North-Eastwards for a distance of 28.2 metres (replaces No Waiting At Any Time).

Seaside - South-Eastern side -

From a point 0.7 metres North-East of the North-Eastern property boundary of No. 379 South-Westwards for a distance of 98 metres

From a point 4.8 metres North-East of the South-Western property boundary of No. 381 North-Eastwards for a distance of 16.5 metres.

From a point 1.8 metres South-West of the property boundary of No. 389 and No. 391 North-Eastwards for a distance of 33.9 metres.

From a point 1.9 metres North-East of the South-Western boundary of No. 433 North-Eastwards for a distance of 39.7 metres.

From a point 1.5 metres North-East of the property boundary of No. 479 and No.481 North-Eastwards for a distance of 36.6 metres (replaces No Waiting At Any Time and a pedestrian crossing).

Parking places with a maximum stay time of 1 Hour between 8 am and 6 pm with no return within 1 hour in the following road in Eastbourne:

Seaside - South-Eastern side - from a point 4.7 metres North-East of the South-Western property boundary of No. 403 North-Eastwards for a distance of 45.5 metres.

NOTICE IS ALSO HEREBY GIVEN that the Council proposes, in exercise of its powers under Section 23 of the Road Traffic Regulation Act 1984 to introduce or alter pedestrian crossings in the following locations in Eastbourne:

Seaside -

Outside Nos. 342 and 347 with the associated zig-zag markings extending for a total distance of 30.8 metres on the North-West side and 47.8 metres on the South-East side.

Outside St Andrew's Church, with the associated zig-zag markings extending for a total distance of 22.7 metres on the North-West side and 52.5 metres on the South-East side.

Approximately 40 metres South-West of Seaside Roundabout (at the side of Wren Kitchens), with the associated zig-zag markings extending for a total distance of 44.8 metres on both sides.

Outside No. 511 with the associated zig-zag markings extending for a total distance of 44.7 metres on the North-West side and 32 metres on the South-East side.

Outside Queen Alexandra's Cottage Homes and No. 1 Winston Crescent, with the associated zig-zag markings extending for a total distance of 30.9 metres on the North-West side and 43.7 metres on the South-East side.

Any person wishing to make an objection or other representation concerning this proposal can do so online at <https://consultation.eastsussex.gov.uk/economy-transport-environment/bsip-seaside-st-anthonys-tro-520>

Any representation, together with the grounds on which it is made, may also be made by emailing BSIPconsultation@eastsussex.gov.uk or by writing to BSIP Seaside & St Anthony's Avenue Formal TRO, Major Projects & Growth, East Sussex County Council, County Hall, Lewes, BN7 1UE, quoting reference TRO/520 to arrive no later than 8 August 2025. Representations must include full name, address and contact details of the sender.

A copy of the proposed Order, plans showing the lengths of road in detail, full Notice and a statement of the Council's reasons for proposing the Order can be viewed online at <https://consultation.eastsussex.gov.uk/economy-transport-environment/bsip-seaside-st-anthonys-tro-520> and at County Hall Reception, St Anne's Crescent, Lewes BN7 1UE or at Eastbourne Town Hall, Grove Rd, Eastbourne, BN21 4UG.

PLEASE NOTE: This is a re-advertisement of TRO/520 and any comments made during the original TRO representation period will therefore be carried over. You do not need to make a new representation.

If you have any questions, require further information or would like paper copies of the proposals please email BSIPconsultation@eastsussex.gov.uk or telephone East Sussex Highways on 0345 60 80 193.

Philip Baker, Deputy Chief Executive

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

18 July 2025

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Appendix 2

15 October 2025 - Planning Committee

Seaside and St Anthony's Bus Service Improvement Plan

Local Members: Councillors Penny di Cara, Stephen Holt and David Tutt

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

1. A condensed version of the Notice is listed below. Please note a full version of the Notice is available at Appendix 1. East Sussex County Council proposes to introduce:

- 1.1. **Bus Lanes** in the following lengths of road in Eastbourne:

- 1.1.1. Seaside (north-western side)
- 1.1.2. Seaside (south-eastern side)
- 1.1.3. St Anthony's Avenue (south-eastern side)

- 1.2. **Bus Stop Clearways** in the following roads in Eastbourne:

- 1.2.1. Seaside (north-western side)
- 1.2.2. Seaside (south-eastern side)
- 1.2.3. St Anthony's Avenue (north-western side)
- 1.2.4. St Anthony's Avenue (south-eastern side)

- 1.3. **No Waiting At Any Time** in the following roads in Eastbourne:

- 1.3.1. Allfrey Road (both sides)
- 1.3.2. Finmere Road (both sides)
- 1.3.3. Romney Street (both sides)
- 1.3.4. Rye Street (both sides)
- 1.3.5. Seaside (north-western side)
- 1.3.6. Seaside (south-eastern side)
- 1.3.7. Southbourne Road (north-eastern side)
- 1.3.8. St Anthony's Avenue (north-western side)
- 1.3.9. St Anthony's Avenue (south-eastern side)
- 1.3.10. St Anthony's Avenue Service Road East
- 1.3.11. St Anthony's Avenue Service Road West

- 1.4. **Time Limited 8am - 6pm maximum stay 1 hour no return within 1 hour in the following road in Eastbourne:**
 - 1.4.1. Seaside (south-eastern side)
- 1.5. **Introduce or alter pedestrian crossings in the following locations in Eastbourne:**
 - 1.5.1. Seaside - outside Nos. 342 and 347, with the associated zig-zag markings extending for a total distance of 30.8 metres on the north-west side and 47.8 metres on the south-east side.
 - 1.5.2. Seaside - outside St Andrew's Church, with the associated zig-zag markings extending for a total distance of 22.7 metres on the north-west side and 52.5 metres on the south-east side.
 - 1.5.3. Seaside - approximately 40 metres south-west of Seaside Roundabout (at the side of Wren Kitchens), with the associated zig-zag markings extending for a total distance of 44.8 metres on both sides.
 - 1.5.4. Seaside - outside No. 511, with the associated zig-zag markings extending for a total distance of 44.7 metres on the north-west side and 32 metres on the south-east side.
 - 1.5.5. Seaside - outside Queen Alexandra's Cottage Homes and No. 1 Winston Crescent, with the associated zig-zag markings extending for a total distance of 30.9 metres on the north-west side and 43.7 metres on the south-east side.
2. **581** representations have been received during the TRO advertisement period. Of these representations, **37** representations were in support, **544** were in objection to the proposed TRO on one or more grounds. The majority of objections and representations received did not directly address the specific provisions outlined in the TRO itself, but rather were objections to the scheme as a whole. The scheme had been subject to 2 previous rounds of consultation in summer 2023 and summer 2024, with the outcomes of the summer 2024 consultation presented to the Lead Member for Transport and Environment at her decision-making meeting in November 2024 where the Lead Member resolved to progress the scheme to detailed design and construction.
3. East Sussex County Council (ESCC) officers assessed all representations and subsequently categorized all objections into recurring themes. This allowed ESCC officers to formulate and deliver a comprehensive response to each of the key objection themes raised. The number of objections presented below represents the frequency with which each theme was raised across all

objections. It is important to note that these figures do not reflect the total number of unique objections received, as a single objection often referenced multiple themes. Of these **544** objections:

- 3.1. **252** objections raised concerns around the perceived negative impact of the bus priority scheme on businesses and their customers.
 - 3.1.1. Following the first public consultation in 2023, the ESCC project team specifically engaged with local business representatives prior to the second public consultation on the Seaside and St Anthony's Avenue bus priority scheme in 2024 to refine design proposals and address concerns about parking and access raised in the 2023 consultation. The extent of the proposed eastbound and westbound bus lanes was significantly reduced as part of the design refinement to minimise the loss of on-street parking for residents and customers.
 - 3.1.2. The advertised TRO included, in response to stakeholder feedback, a new parking restriction limiting wait times from 8am - 6pm to 1 hour with no return within 1 hour on the south side of Seaside between Rye Street and Winchelsea Road. This will increase the turnover of spaces and maximise the likelihood of customers being able to park.
 - 3.1.3. Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

- 3.2. **205** objections were made in objection to the proposed loss of on-street parking on Seaside and St Anthony's Avenue, and concerns that this would lead to an increase in vehicular traffic and parking down residential side-streets.
 - 3.2.1. To successfully deliver the Bus Service Improvement Plan (BSIP) bus priority proposals, adjustments to existing car parking provisions along the identified route are necessary. The retention of as many car parking spaces as possible and increased provision where feasible has been prioritised in direct response to the feedback received at the summer 2023 public consultation and engagement with local business representatives prior to the second public consultation.

- 3.2.2. In response to concerns raised during the summer 2023 consultation about loss of parking on the north side of Seaside, utilisation studies were undertaken to better understand the current use of parking spaces and the potential impact of reducing on-street parking to accommodate the bus lane in this location. Parking surveys were conducted on Thursday, 9 May 2024 and Saturday, 11 May 2024 (7am - 7pm) along Seaside between Churchdale Road and Southbourne Road. On every hour, vehicles parked for an hour or longer were counted. A comparison was then undertaken on the number of parked vehicles with available spaces on the westbound lane between Wartling Road and Winchelsea Road, after the proposed bus lane implementation.
- 3.2.3. In summary, the results of the parking beat survey showed the demand for on-street parking on the north side of Seaside within the scheme extent was relatively low in relation to the available kerbside space. Consequently, the on-street parking provision along Seaside under the BSIP proposal would be sufficient to adequately accommodate the parked vehicles counted on both sides of the road with the bus lane in place.
- 3.2.4. Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

- 3.3. **169** objections were on the basis that the proposed bus lane proposals would lead to an increase in congestion on Seaside and St Anthony's Avenue, or that the journey time savings expected would either not be realised or would lead to little real-world benefit.
- 3.3.1. Traffic video and parking surveys were conducted in May 2024 to understand current congestion and driver behaviour. This data was then used with Vissim micro-simulation software to model traffic patterns for all road users. The Vissim modelling focused on Seaside between Windermere Crescent and the Seaside Roundabout, using traffic data collected in September 2024. Vissim modelling was excluded for Seaside and St Anthony's Avenue east of the Seaside Roundabout due to the wider road widths and available space, which were considered sufficient to mitigate the risk of right-turn blocking.

- 3.3.2. Micro-simulation modelling has shown that the reduction of on-street parking on Seaside between Windermere Crescent and Seaside Roundabout to introduce the eastbound bus lane will have no detrimental impact on eastbound (towards Seaside Roundabout) general traffic journey times in the morning (7:45am - 8:45am) and afternoon peak hours (5pm - 6pm).
- 3.3.3. Following further design amendments, the current proposals are expected to improve westbound vehicle journey times in peak hours, whilst delivering significant benefits to bus reliability and journey times. These amendments include replacing the existing zebra crossing between Southbourne Road and Finmere Road and removing the centre island to provide a signalised puffin (pedestrian) crossing, retaining a right-hand turning space for one vehicle at Southbourne Road and lastly retaining a right-hand turning space for one vehicle at Northbourne Road.
- 3.3.4. Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

- 3.4. **98** objections mentioned that the proposals are not the best use of public money.
 - 3.4.1. East Sussex County Council received £41.4m from the Department for Transport (DfT) for the East Sussex Bus Service Improvement Plan (BSIP), with £18.5m designated for bus priority measures. This funding is exclusively granted to the County Council for the delivery of bus priority schemes and cannot be used for other purposes.
 - 3.4.2. BSIP funding is awarded from central government specifically for bus service and infrastructure improvements and is separate from the highway maintenance budget. The Councils is seeking to coordinate the bus priority works with planned highway maintenance to maximise the benefits from the funds available and improve conditions for everyone - including car users - along Seaside and St Anthony's Avenue.
 - 3.4.3. Improvements to Seaside Roundabout and the Lottbridge Drove approaches are beyond the scope of the funding available from the Bus Service Improvement Plan (BSIP) which is specifically for bus

priority measures, however these are being investigated separately for implementation should other funding opportunities arise.

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

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

- 3.5. **83** objections were raised with no context (e.g. “Silly idea”)

- 3.5.1. Having considered the objections as these do not relate to a specific item listed in the proposed TRO, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

- 3.6. **59** objections suggested that the proposals were unnecessary, and traffic issues along Seaside could be mitigated with the removal of existing bus stop build-outs.

- 3.6.1. The bus priority proposals do not increase the number of bus stop build-outs. Of the two existing build-outs on Seaside, the build-out between Allfrey Road and Myrtle Road is proposed to be removed, to enable the establishment of a bus lane while retaining existing parking spaces. The bus build-out outside DB Domestics is proposed to remain as it currently is. The purpose of this specific bus stop build-out is to provide additional footway space for bus shelters and a safe waiting area for pedestrians, whilst facilitating the departure of buses from the stop. Where such build-outs are not present, it is known that when general traffic fails to give priority, buses are often left waiting to ensure safe departures, which can delay journey times which runs counter to the objectives of the East Sussex Bus Service Improvement Plan.

- 3.6.2. Furthermore, where build-outs are provided they can act positively to protect the availability of parking spaces. Removing build-outs may result in a reduction in parking spaces to allow more room for buses to safely manoeuvre into and out of bus stops. Build-outs near junctions on existing double yellow lines can improve visibility for vehicles exiting junctions, reduce crossing times for pedestrians, and offer protection for cars parked in adjacent on-street bays.

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

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

- 3.7. 33 objections mentioned an increase in air pollution due to a perceived increase in congestion brought about by the scheme proposal.

- 3.7.1. The Government's Design Manual for Roads and Bridges (DMRB) guidance has been reviewed, noting the triggers for an air quality assessment. Currently, the proposed scheme for Seaside and St Anthony's Avenue is not expected to significantly alter the volume of traffic in the area enough to require an air quality assessment.
- 3.7.2. Under the Climate Change Act (2008), the UK aims to achieve net zero greenhouse gas emissions by 2050. In East Sussex, transport contributes 35% of CO2 emissions; hence, decarbonising transport is crucial for reaching net zero. East Sussex County Council and Eastbourne Borough Council are actively working towards meeting this target.
- 3.7.3. Additionally, the East Sussex Local Transport Plan 4 (LTP4) focuses on planning for people and places, enhancing capacity, resilience, reliability, and connectivity through public transport interventions by increasing buses' ability to capture a greater share of short, medium and longer distance trips, reducing the number of private car trips taken, limiting carbon emissions from transport and improving air quality.
- 3.7.4. Policy B5 in the East Sussex LTP4 addresses air quality by promoting less polluting forms of travel, such as buses, active travel, and electric vehicles. This includes implementing infrastructure like bus lanes and leveraging advancements in vehicle technology, including ultra-low and zero emission vehicles. In summary, developing bus priority infrastructure for urban and rural areas will support decarbonisation and improve air quality.
- 3.7.5. Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

3.8. 31 objections were regarding drivers' ability to load or unload in the bus lanes, delivery or trade vehicles loading or unloading in the bus lanes, and taxis stopping to pick up or drop off passengers in the bus lanes.

3.8.1. It is important to distinguish between vehicles driving in the bus lane and those stopping for loading or unloading. While driving and parking within the bus lane is strictly prohibited, in accordance with the Highway Code (Rule 141), vehicles may enter a bus lane to stop and load or unload where this is not otherwise prohibited. This provision includes taxis picking up and dropping off passengers, supermarket delivery vans making deliveries or trade vehicles unloading and loading materials and/or tools for property maintenance purposes. Vehicles should only enter the bus lane at the point that these activities will be taking place. The vehicle must leave the bus lane straight away when the activity has been completed and must not travel unnecessarily through the bus lane. Vehicles are permitted to cross over the bus lane to access driveways.

3.8.2. It should be noted, however, that the parking surveys conducted in 2024 indicated that taxis or delivery vehicles would generally find available parking spaces on the opposite side of the road to the bus lane to load or unload passengers and deliveries and/or goods respectively.

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

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

3.9. 30 objections mentioned the safety of new signalised pedestrian crossings, the removal of informal crossing points or the frequency of pedestrian crossings on Seaside and St Anthony's Avenue.

3.9.1. The design introduces new and upgraded signalised crossings along Seaside and St Anthony's Avenue to enhance pedestrian safety. These crossings will use sensors to detect pedestrians and only allow cars to proceed when the road is clear. This approach prioritises pedestrian safety and accessibility while minimising travel delays for buses and other vehicles. The proposals comprise:

- Upgrading the existing crossings between Windermere Crescent and Channel View Road, and on Seaside west of the

Winston Crescent junction to allow pedestrians to cross in one movement.

- The existing zebra crossing between Southbourne Road and Finmere Road is to be replaced with a signalised puffin (pedestrian) crossing, removing the centre island, and the existing pedestrian crossing between Myrtle Road and Fort Road is to be removed.
- New signalised puffin crossings, which will allow pedestrians to cross in one movement, are planned to be introduced between Fort Road and Seaside Roundabout, and on Seaside immediately east of Seaside Roundabout.

3.9.2. In terms of single stage pedestrian crossings, the independent Road Safety Audit did not identify their introduction as a safety concern. Removing crossing staggers will improve pedestrian accessibility to bus stops and local amenities overall by making it simpler and quicker for pedestrians to cross the road. Smart traffic signals would improve safety by detecting pedestrians and those with mobility issues and/or using mobility aids etc thereby allowing them enough time to cross the road, but at the same time improve traffic flow by holding vehicles at red no longer than is necessary.

3.9.3. Following feedback received during the second public consultation in 2024 and the informal pre-TRO consultation in December 2024 and January 2025, the following informal crossings with their centre islands are proposed to be retained which will enable accessible places for pedestrians to cross, with minimal impact on journey times for general traffic

- The informal crossing with centre island to the east of Winston Crescent and
- the informal crossing with centre island east of Leeds Avenue.

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

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

3.10. 27 objections mentioned safety during school drop-off and pick-up hours, or that the loss of on-street parking spaces would affect the ability of parents and/or carers to park, leading to further congestion.

- 3.10.1. To address concerns raised during the public consultation regarding safety for children entering and exiting Tollgate Junior School, an upgraded signalised crossing is proposed west of the Winston Crescent junction to enable pedestrians to cross in a singular movement. The crossing will use modern sensors to monitor pedestrian movement and will change the signal for cars only when there are no pedestrians on the road. It is anticipated that this will enhance the crossing point, addressing safety and accessibility concerns for school children and other pedestrians.
- 3.10.2. Feedback from the second public consultation in 2024 as well as the informal pre-TRO consultation in December 2024 and January 2025 has informed the designs. As a consequence, the informal crossing point with the centre island to the east of Winston Crescent for crossings onto Seaside heading northwest towards Langney Roundabout has been retained. The informal crossing with the centre island just east of Leeds Avenue has also been retained, allowing pedestrians, including school children, to continue heading northeast from Lidl while crossing Leeds Avenue.
- 3.10.3. Feedback from both public consultation in summer 2023 and summer 2024 as well as the informal pre-TRO consultation in December 2024 and January 2025 has also informed the designs to address concerns raised regarding safety for children entering and exiting St Andrew's C of E Infants' School. The existing zebra crossing between Southbourne Road and Finmere Road is to be replaced with a signalised puffin (pedestrian) crossing, removing the centre island, and the existing pedestrian crossing between Myrtle Road and Fort Road is to be removed. It is anticipated that this will enhance the crossing point, addressing safety and accessibility concerns for school children and other pedestrians.
- 3.10.4. Officers recognise the concern regarding the loss of parking spaces during peak times and school drop-off and/or pick-up times. Regarding potential impacts on Tollgate Junior School, the design increases uncontrolled on-street parking on the north side of Seaside at Crumbles Sewer, enhancing the current parking between Seaside Roundabout and Crumbles Sewer. The proposed scheme encourages walking or taking the bus as sustainable alternatives to driving to school.
- 3.10.5. Regarding St Andrew's C of E Infants' School, there are no proposed changes in parking provision in Winchelsea Road, and existing parking spaces are being retained on the south side of

Seaside between Rye Street and Winchelsea Road, which now includes limiting wait times from 8am - 6pm to 1 hour with no return within one hour which will still facilitate parental and/or carer parking at drop off and pick up times.

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

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

- 3.11. 27 objections believed the roads are not wide enough to fit the proposed bus lanes.

- 3.11.1. Following the continuation of the Preliminary Design stage, further assessment has indicated that part of the carriageway alongside the Archery Recreation Ground will require localised widening within the highway boundary. This would require reconfiguration of the existing hedge and boundary fencing which, following discussions with Eastbourne Borough Council who own the Recreation Ground, presents opportunities for planting of native species (many of the existing hedgerow species are non-native). The elm tree opposite no. 391 would require removal. To mitigate this tree loss, planting of 3 trees within the Archery Recreation Ground is proposed. A dedicated consultation will be held on the proposed tree loss required for this scheme.

- 3.11.2. Outside of this section of the scheme alongside the Archery Recreation Ground, topographical surveys have indicated that the carriageway widths along Seaside and St Anthony's Avenue for the remainder of the scheme extents are sufficient to accommodate the TRO proposals and the introduction of the respective bus lanes, on street parking and maintaining 2 general traffic lanes.

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

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

- 3.12. 17 objections were in relation to the ESCC consultation process or queried the need for the TRO to have been re-advertised.

- 3.12.1. Two public consultations for the initial scheme were held from 31 July to 25 September 2023, and on a revised proposed scheme from

15 July to 18 August 2024. Both consultations provided proposal details on the ESCC Consultation Hub webpage and included several in-person events. The project team attended to answer questions and display exhibition boards. These events were well attended by residents, interest groups, bus operator staff, local councillors, and the Eastbourne MP. Additionally, consultation postcards were distributed to nearby businesses and properties, complemented by social media coverage and a press release.

- 3.12.2. Following the second consultation in summer 2024, an informal TRO pre-consultation took place from 16 December 2024 to 16 January 2025. This informal pre-consultation included amended designs based on feedback received at the second public consultation from local businesses and residents.
- 3.12.3. The designs were adjusted to introduce limited wait parking from 8am - 6pm, with a restriction of no return within one hour on the south side of Seaside between Rye Street and Winchelsea Road. These parking restrictions aim to support local businesses by providing customers with parking options when visiting stores, thereby maintaining a steady flow of parking due to the imposed time limits.
- 3.12.4. The formal TRO was first advertised from 23 May to 13 June 2025, however owing to typographical errors that were identified after the TRO advertisement period closing, the County Council decided to re-advertise the formal TRO from 18 July to 8 August 2025 to ensure residents were provided with accurate information. All valid representations made through the initial advertisement period were still considered and responded to. Those who had already made a representation were not required to make another representation during the re-advertisement period and this was communicated to all those who had already made a representation to the TRO.
- 3.12.5. Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

- 3.13. 15 objections criticised the frequency or reliability of the bus services along Seaside and St Anthony's Avenue.

- 3.13.1. Seaside and St Anthony's Avenue is a key bus corridor in Eastbourne and the introduction of the bus priority proposals on the main sections where delays are occurring for bus services will help to address the current issues by improving service reliability and punctuality.
- 3.13.2. The improvements to bus journey times and reliability will benefit a significant number of people - around 2,000 passengers utilise the corridor every day, a considerable number of households do not own or have access to a car, and by encouraging some car users to switch to bus would help ease congestion and improve conditions for those whose journeys still depend on car travel.
- 3.13.3. A range of flexible, day rider and group tickets are available, and together with the £3 National Bus Fare Cap for single journeys, which is in place until at least until the end of 2025, this is helping to improve the affordability of bus travel.
- 3.13.4. Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

- 3.14. 14 objections raised concerns about emergency vehicles using the bus lane, or the loss of an ambulance bay outside Queen Alexandra Cottage Homes.

- 3.14.1. Emergency vehicles will be permitted to drive and park in the bus lanes during an emergency call-out. The ambulance parking bay located outside New Derby House is to be retained.
- 3.14.2. Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

- 3.15. 13 objections suggested that the proposals would not allow vehicles to easily turn into side streets, thus adding to congestion.

- 3.15.1. In response to objections regarding the removal of right-turn pockets along Seaside for turns into Northbourne Road and Southbourne Road, Microsimulation traffic modelling between Windermere Crescent and Seaside Roundabout was undertaken

using traffic data collected in September 2024, which demonstrated that by providing space for one vehicle to turn right at both Northbourne Road and Southbourne Road, no overall increase in journey times for general traffic is anticipated compared with the existing situation. This proposed change to the design was reflected in the report that was considered by the Lead Member for Transport and Environment on the consultation outcomes and recommended next steps in November 2024.

3.15.2. Feedback about the removal of informal crossing points with centre islands was also received. After re-evaluating the road widths, the design has been revised to include centre islands east of Winston Crescent, retaining right turn pockets and informal crossing points.

3.15.3. It is not anticipated that turning into side streets will be made more difficult by the proposals, as although two lanes and/or traffic streams will need to be crossed, the bus lane will only be used by buses and cyclists, so there will be plenty of gaps in that traffic stream to enable vehicles to turn in and out.

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

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

3.16. 8 objections mentioned the Exceat Bridge project, and that this should be prioritised over the BSIP A259 Seaside and St Anthony's Avenue bus priority scheme.

3.16.1. It was agreed at the East Sussex County Council Cabinet meeting on 22 April 2025, after approval from the Department for Transport, to re-direct £11.128m BSIP grant funding from the Newhaven and Peacehaven bus priority schemes to the Exceat Bridge Replacement Project while allocating £4m of the 2025/26 BSIP funding to the Newhaven bus priority scheme.

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

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

3.17. 7 objections raised concerns about cyclist safety or that cyclists had not been properly considered in the scheme proposals.

3.17.1. The proposals have been developed with consideration of cyclists and cycle routes. Cyclists will be permitted to cycle in the eastbound and westbound bus lanes. The proposals also feature footway widening and enhanced crossing facilities on the St Anthony's Avenue arm of Langney Roundabout to facilitate greater cycle connectivity between existing cycle routes and the westbound bus lane.

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

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

3.18. 6 objections suggested that congestion on Seaside and St Anthony's Avenue was primarily caused by queuing at Seaside Roundabout.

3.18.1. Improvements to Seaside Roundabout and the Lottbridge Drove approaches are beyond the scope of the funding available from the Bus Service Improvement Plan (BSIP) which is specifically for bus priority measures, however these are being investigated separately for implementation should other funding opportunities arise.

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

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

3.19. 6 objections were in relation to disruption caused by construction works.

3.19.1. ESCC will work with Highway Service Partner Balfour Beatty Living Places to ensure a robust and suitable construction plan (including traffic management and pedestrian access and safety) is implemented, to minimise disruption and inconvenience to residents and businesses as much as possible. Recommendations for the construction plan are included in the Action Plan of the scheme's draft Equality Impact Assessment.

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

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

3.20. 2 objections were opposed to the proposed tree loss brought about by the TRO proposals.

3.20.1. Following the continuation of the Preliminary Design stage, further assessment has indicated that part of the carriageway alongside the Archery Recreation Ground will require widening, within the highway boundary. This would require reconfiguration of the existing hedge and boundary fencing which presents opportunities for planting of native species (many of the existing species are non-native). The elm tree opposite no. 391 Seaside would require removal.

3.20.2. To mitigate this tree loss, planting of three trees within the Archery Recreation Ground is proposed. A dedicated consultation will be held on the proposed tree loss required for this scheme.

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

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

4. Officers have considered the objections in relation to TRO and officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.

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

Committee:	Regulatory Planning Committee
Date:	15 October 2025
Report by:	Director of Communities, Economy and Transport
Title of Report	A259 Upperton Road/Station Parade, Eastbourne – Traffic Regulation Order
Purpose of Report	To consider the objections received in response to the formal consultation on the draft Traffic Regulation Order associated with the Bus Service Improvement Plan (BSIP) Bus Priority Scheme on A259 Upperton Road and Station Parade, Eastbourne.
Contact Officer:	Humphrey Basset – tel. 01273 482416
Local Member:	Councillors Stephen Holt, Pat Rodohan and Brett Wright

RECOMMENDATIONS:

The Planning Committee is recommended to:

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

CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1.____ Introduction

- 1.1** The A259 Upperton Road/Station Parade Bus Priority Scheme in Eastbourne is part of a package of bus priority measures that the County Council initially consulted upon with the public and stakeholders in summer 2023 at feasibility stage.

- 1.2 Approval to progress the scheme to preliminary design, detailed design and construction was given by the County Council's Lead Member for Transport and Environment at her decision-making meeting in January 2024.
- 1.3 The scheme will be funded through Bus Service Improvement Plan (BSIP) capital funding that the County Council has received from Government to specifically deliver bus priority infrastructure in the county.
- 1.4 The introduction of the A259 Upperton Road/Station Parade bus priority scheme will build on the existing bus priority measures in Eastbourne town centre on Terminus Road from the station to Bankers Corner, as well as in Gildredge Road. The scheme is integral to fulfilling the goals specified in the East Sussex Local Transport Plan 4 and the East Sussex Bus Service Improvement Plan. It aims to expand access to high-quality bus services for residents, optimise journey times by minimising delays, and provide a frequent, integrated, and comprehensive alternative to car travel within Eastbourne.
- 1.5 The bus priority measures will help to support connectivity to key destinations in Eastbourne, including the town centre, reduce congestion, and improve bus journey times and strengthen the resilience of the transport network. The measures will also positively contribute towards improving air quality as well as decarbonising transport and travel to support the County Council's target of net zero carbon emissions by 2050 at the latest, and Eastbourne Borough Council's same ambition by 2030.
- 1.6 The proposed bus priority measures along Upperton Road and Station Parade in Eastbourne are:

Bus Lanes in the following lengths of road in Eastbourne:

- Station Parade (north-eastern side)
- Terminus Road (northern side)

Left Turn Only in the following road in Eastbourne:

- Wharf Road - left turn only into Station Parade

No Loading At Any Time in the following roads in Eastbourne:

- Grove Road (north-western side)
- Grove Road (south-eastern side)
- Southfields Road (northern side)
- Southfields Road (southern side)
- Station Parade (north-eastern side)
- Station Roundabout (all sides)
- Terminus Road (northern side)
- Terminus Road (southern side)
- The Avenue (both sides)
- Upperton Road (north-eastern road)
- Wharf Road (both sides)

No Right Turn in the following roads in Eastbourne:

- **Hartfield Road** - no right turn into Upperton Road
- **The Enterprise Shopping Centre car park** - no right turn into Upperton Road
- **Upperton Road** - no right turn into The Enterprise Shopping Centre car park

- 1.7 It was identified by East Sussex County Council (ESCC) officers after the close of the Traffic Regulation Order (TRO) advertisement that the “Proposed Order moving-text based” document included a slight overlap of the designations of bus lane on Station Parade (north-eastern side). However, this discrepancy does not negate the TRO as it covers the correct area proposed for the bus lane, and the Order will be updated to reflect the correct lengths prior to sealing the final Order that becomes enforceable.

2.____ **Comments and Appraisal**

- 2.1 An initial informal consultation on the proposed A259 Upperton Road/Station Parade, Eastbourne – TRO/519 was undertaken between 16 December 2024 and 16 January 2025 with the local Borough and County Councillors, residents, businesses, bus operators and statutory consultees including the emergency services. 23 responses were received.
- 2.2 On 23 May 2025, the County Council gave notice under the relevant sections of the Road Traffic Regulation Act 1984, that it was proposing to make a Traffic Regulation Order - A259 Upperton Road and Station Parade, Eastbourne – TRO/519. A copy of the Notice is included at Appendix 1.
- 2.3 The Notice was advertised in the Eastbourne Herald on 23 May 2025. Copies of the Notice were placed on posts and lamp-columns along the scheme extent. Hard copies of the documents relevant to the proposed TRO were available to view at Eastbourne Town Hall and County Hall in Lewes. 1,400 postcards with details of the consultation were delivered to residential and business properties along the scheme extent. 119 local Eastbourne businesses were emailed with details of the proposed TRO and how to make a representation. Active travel groups and accessibility groups were also emailed. The consultation was placed on the Council's Consultation Hub website and residents were also invited to provide their feedback by email and by post. Residents were provided with a contact telephone number if they wished to request the TRO information in an alternative format. The formal period for representations ended on 13 June 2025.
- 2.4 During the formal consultation period, 29 representations were received in relation to the proposal. 14 of these were supportive; and 15 were objections. Full copies of the correspondence received and responses from ESCC have been made available in the Members' Room and have also been made available to Planning Committee Members in electronic format.
- 2.5 Appendix 2 outlines a summary of the objections to the draft Order with officer responses. The officer recommendation is to not uphold the objections to the draft Order as set out in Appendix 2. Some objections referenced multiple aspects of the proposed TRO, and therefore the numbers listed in Appendix 2 exceeds the total number of objections received.

- 2.6 Appendix 3 outlines the remaining objections to the draft Order with officer responses. The officer recommendation is to uphold in part the objections to the draft Order as set out in Appendix 3.
- 2.7 8 objections were received regarding how the TRO would impact access to the Enterprise Shopping Centre car park. Concerns were raised that the no right turn into the Enterprise Shopping Centre car park from A259 Upperton Road coupled with enforcing the No U Turn at A259 Upperton Road and The Avenue junction would prevent customers from accessing the Enterprise Shopping Centre car park when travelling west from Eastbourne town centre.
- 2.8 Two meetings were held between ESCC officers, technical design consultants WSP and the Enterprise Shopping Centre Directors in July and September 2025 to listen to their concerns regarding the proposed Order including access to the Enterprise Shopping Centre car park. The September 2025 meeting was also attended by the Eastbourne Business Improvement District (BID) Team.
- 2.9 A Micro-simulation (Vissim) model was used to digitally replicate traffic patterns of all road users using traffic survey data collected in August and September 2024 to measure the impact of proposed TRO changes. The modelling has shown that enabling the right turn into the Enterprise Shopping Centre car park from A259 Upperton Road would have a minimal impact on general traffic journey times.
- 2.10 Therefore, following consideration of the consultation responses, further engagement with The Enterprise Shopping Centre and the additional traffic modelling, officers recommend that the objections are upheld in part and to not install the proposal for no right turn into The Enterprise Shopping Centre car park from A259 Upperton Road as advertised.

3. Conclusion and reasons for recommendation

- 3.1 The A259 Upperton Road/Station Parade Bus Priority Scheme in Eastbourne is part of a wider package of bus priority measures that is funded through the Bus Service Improvement Plan funding that East Sussex County Council has received from Government to deliver bus priority infrastructure in the county.
- 3.2 The proposed bus priority measures along Upperton Road and Station Parade in Eastbourne will support the delivery of the East Sussex Local Transport Plan 4 and the East Sussex Bus Service Improvement Plan objectives by improving bus journey times with reduced delays, supporting connectivity with key destinations and reducing congestion in Eastbourne town centre and thus providing a frequent, reliable alternative to the car in the town. The proposals also aim to improve safety and accessibility for all road users within the area as well as reduce carbon emissions.
- 3.3 The scheme is currently at detailed design stage and is programmed for construction in 2026/27.
- 3.4 The TRO will enable:
- The introduction of a new dedicated eastbound bus lane between Wharf Road and the Railway Station bus stop, passing directly through Station Roundabout.

- Amended bus layby for the Hartfield Road bus stop on Upperton Road, allowing buses to pull in and out more easily.
- Upgraded existing staggered pedestrian crossing on Station Parade to allow pedestrian crossing in one movement, improving safety and supporting Active Travel.

3.5 The approach in trying to resolve objections to the Order 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, the objections in Appendix 2 should not be upheld and the proposals in these areas should proceed as advertised. Officers also recommend that the TRO is made with the modification as outlined in paragraph 2.10.

3.6 It is therefore recommended 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

[Decision - Bus Service Improvement Plan \(BSIP\) - Bus Priority Measures Consultation Outcome | Monday, 15 January 2024 | East Sussex County Council](#)

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EAST SUSSEX COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**The Eastbourne (Prescribed Routes) (Consolidation No 2) Order 2008 Order 202*
Amendment No.***

**The East Sussex (Eastbourne) (Parking Places and Waiting, No Stopping and
Loading Restrictions) Traffic Regulation Order 2021 Order 202* Amendment No.***

NOTICE IS HEREBY GIVEN that East Sussex County Council proposes to make the above Traffic Regulation Orders under the relevant sections of the Road Traffic Regulation Act 1984, as amended, and of all other enabling powers which will introduce:

Bus Lane in the following lengths of road in Eastbourne:

Station Parade - north-eastern side -

from a point 14.3 metres north-west of the south-eastern flank wall of Nos. 13 - 18 Station Parade, south-eastwards for a distance of 14.3 metres.

from a point 2.4 metres north-west of the property boundary of No. 12 and No. 11 Station Parade, south-eastwards for a distance of 59.2 metres.

Terminus Road - northern side - from the property boundary of No. 1 and No. 2 Station Parade, eastwards for a distance of 19 metres.

Left Turn Only in the following road in Eastbourne:

Wharf Road - left turn only into Station Parade.

No Loading At Any Time in the following roads in Eastbourne:

Grove Road - north-western side - from its junction with Southfields Road south-westwards for a distance of 5.1 metres.

Grove Road - south-eastern side - from Station Roundabout south-westwards for a distance of 27.2 metres.

Southfields Road - northern side - from its junction with Old Orchard Road until Station Roundabout.

Southfields Road - southern side - from its junction with Old Orchard Road until its junction with Grove Road.

Station Parade - north-eastern side -

from its junction with Wharf Road south-eastwards to its junction with The Enterprise Shopping Centre car park.

from its junction with The Enterprise Shopping Centre car park south-eastwards for a distance of 4.4 metres.

Station Roundabout - all sides of the junction.

Terminus Road - northern side -

from Station Roundabout eastwards for a distance of 6.2 metres (this replaces 8.1 metres of the bus stop adjacent to No. 1 and No. 2 Station Parade).

from a point 12.8 metres east of the property boundary of No. 1 and No. 2 Station Parade, eastwards for a distance of 4.6 metres.

from a point 28.2 metres east of the property boundary of No. 1 and No. 2 Station Parade, eastwards for a distance of 2.8 metres.

Terminus Road - southern side - from a point 3 metres west of the property boundary of No. 16 and Nos. 18 - 22 Terminus Road westward for a distance of 28.8 metres.

The Avenue - both sides at its junction with Upperton Road.

Upperton Road - north-eastern side -

from the property boundary of No. 18 and No. 20 Upperton Road north-westwards for a distance of 39.5 meters.

from its junction with Hartfield Road south-eastwards to its junction with The Avenue.

from its junction with The Avenue south-eastwards to its junction with Wharf Road.

Wharf Road - both sides at its junction with Upperton Road and Station Parade.

No Right Turn in the following roads in Eastbourne:

Hartfield Road - no right turn into Upperton Road.

The Enterprise Shopping Centre car park - no right turn into Upperton Road.

Upperton Road - no right turn into The Enterprise Shopping Centre car park.

Any person wishing to make an objection or other representation concerning this proposal can do so online at <https://consultation.eastsussex.gov.uk/economy-transport-environment/bsip-eastbourne-station-tro>

Any representation, together with the grounds on which it is made, may also be made by emailing BSIPconsultation@eastsussex.gov.uk or by writing to BSIP Eastbourne Station Formal TRO, Major Projects & Growth, East Sussex County Council, County Hall, Lewes, BN7 1UE, quoting reference TRO/519 to arrive no later than 13 June 2025. Representations must include full name, address and contact details of the sender.

A copy of the proposed Order, plans showing the lengths of road in detail and a statement of the Council's reasons for proposing the Order can be viewed at County Hall Reception, St Anne's Crescent, Lewes BN7 1UE or at Eastbourne Town Hall, Grove Rd, Eastbourne, BN21 4UG.

If you have any questions, require further information or would like paper copies of the proposals please email BSIPconsultation@eastsussex.gov.uk or telephone East Sussex Highways on 0345 60 80 193.

Philip Baker, Deputy Chief Executive

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

23 May 2025

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Appendix 2

15 October 2025 - Planning Committee

Local Members: Councillors Stephen Holt, Pat Rodohan and Brett Wright

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

1. No Right Turn into A259 Upperton Road from Hartfield Road

1.1 2 objections were received with concerns about the proposed No Right Turn into A259 Upperton Road from Hartfield Road.

1.2 The right-turn ban out of Hartfield Road is proposed due to visibility being restricted when there is a bus at the Harfield Road bus stop. Vehicles wishing to turn right onto A259 Upperton Road may do so via The Avenue junction, it is expected that this will be a more attractive alternative to turning left out of Harfield Road and using Station roundabout.

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

2. Enforcing the No U Turn at the A259 Upperton Road/The Avenue junction

2.1 3 objections were received regarding the No U-Turns at the A259 Upperton Road and The Avenue junction. These were regarding access to the Enterprise Shopping Centre car park and Wharf Road when travelling west from Eastbourne town centre.

2.2 There is currently a TRO in place stipulating No U-Turns at the A259 Upperton Road/The Avenue junction, however there is currently no signage for this. Therefore, this movement is currently not enforceable albeit the current number of vehicles undertaking this manoeuvre is relatively low.

2.3 A Micro-simulation (Vissim) model was used to digitally replicate traffic patterns of all road users using traffic survey data collected in August and September 2024 in order to measure the impact of proposed changes.

2.4 The micro-simulation model for the scheme has been used to determine whether the U-turn movement could be safely introduced. To safely introduce the U-turn would mean retaining the existing traffic signal phasing pattern at the A259/The Avenue junction. Under the TRO it is proposed to update traffic signal phasing to allow the A259 westbound right turn and The Avenue left turn phases concurrently which would improve

the capacity of the signalised junction. Therefore, the modelling has identified that enabling the U-turn movement would reduce the scheme benefits in terms of journey time savings for buses and general traffic. Under this proposed TRO appropriate signage will be added to enable enforcement of the existing No U-Turn TRO.

2.5 Officers are recommending to uphold, in part, objections to the No Right Turn into The Enterprise Shopping Centre car park from A259 Upperton Road (see Appendix 3 of this report). Therefore, those vehicles travelling west from Eastbourne town centre who currently U-turn at the A259/The Avenue junction to access the Enterprise Shopping Centre car park will be permitted to turn right into the Enterprise Shopping Centre car park from the A259 Upperton Road. However, those travelling west from Eastbourne town centre wanting to access Wharf Road will not be able to U-turn at the A259/The Avenue junction and need to take an alternative route.

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

3. The Enterprise Shopping Centre car park - no right turn into Upperton Road.

3.1 1 objection was received regarding the no right turn into Upperton Road from the Enterprise Shopping Centre car park on the basis it would inconvenience business visitors to travel down towards Station roundabout and back up Station Parade/Upperton Road.

3.2 The proposed no right turn into A259 Upperton Road from the Enterprise Shopping Centre car park under this TRO maintains the current restrictions in place.

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

4. Bus lanes

4.1 9 objections were received regarding the introduction of the eastbound bus lane. Concerns were raised regarding the reduction of 2 lanes of general traffic to one lane of general traffic to accommodate the new bus lane and that this would cause more congestion. There were also concerns about customers of the Enterprise Shopping Centre needing to cross the bus lane to access the car park.

4.2 In August and September 2024, traffic surveys were undertaken to understand congestion levels and driver behaviour. A Micro-simulation (Vissim) model was used to digitally replicate traffic patterns of all road users, measuring the impact of proposed changes. This data was then used to model traffic patterns for all road users. The traffic simulation model analysed peak journey times between A259 and Eastbourne Station, as well as between the A2040 (The Avenue/Upper Avenue) and Eastbourne Station.

4.3 The modelling results showed journey time savings during peak hours for both buses and general traffic by;

- retaining the staggered signalised crossing at the A259/The Avenue junction
- modifying the nearside lane on A259 Station Parade to provide the eastbound bus lane
- amending the signal phasing at both the A259/The Avenue junction and the A259 Terminus Road / Gildredge Road / Susans Road junction

4.4 Those wanting to turn left into the Enterprise Centre car park from the A259 would need to be in the right-hand lane on the approach and turn left across the break in the bus lane to access the car park. The break in the bus lane is designed to accommodate this and equally those turning left out of the Enterprise Centre would also cross the break into the bus lane to access the right-hand lane. This is not an unusual manoeuvre for a vehicle to undertake with similar design and road layouts having been implemented in Eastbourne (Gildredge Road), other parts of East Sussex and locations across the UK. A Stage 1 Road Safety Audit on the preliminary design was carried out in January 2025. A Stage 2 Road Safety Audit for the detailed design is programmed for November 2025.

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

5. Loading restrictions

5.1 2 objections were received regarding the proposed loading restrictions under the TRO. The objections raised general concerns that the removal of the current permitted loading/unloading would negatively impact local businesses.

5.2 The loading restriction on A259 Station Parade between Wharf Road and the Enterprise Centre car park is proposed to keep the bus lane free flowing, any vehicle stopping to load or unload would result in the bus lane losing its benefit. Loading bays are currently present on St Leonard's Road and Southfields Road, approximately 100 metres and 50 metres away respectively from either end of the shops.

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

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Appendix 3

15 October 2025 - Planning Committee

Eastbourne Station Bus Service Improvement Plan

Local Members: Councillors Stephen Holt, Pat Rodohan and Brett Wright

Proposals where objections are recommended to be upheld in part

1. Upperton Road - no right turn into The Enterprise Shopping Centre car park

1.1 8 objections were received which raised concerns about how the TRO would impact access to the Enterprise Shopping Centre. Concerns were raised that the no right turn into the Enterprise Shopping Centre car park from A259 Upperton Road coupled with enforcing the No U Turn at A259 Upperton Road/The Avenue junction would prevent customers from accessing the Enterprise Shopping Centre car park when travelling west.

1.2 A Micro-simulation (Vissim) model was used to digitally replicate traffic patterns of all road users using traffic survey data collected in August and September 2024 to measure the impact of proposed changes. The modelling has shown that enabling the right turn into the Enterprise Shopping Centre car park from A259 Upperton Road would have a minimal impact on general traffic journey times.

1.3 Therefore, officers accept this suggestion and as such propose to ***not*** introduce the no right turn into The Enterprise Shopping Centre car park from Upperton Road.

Recommendation: To uphold the objections in part and to ***not*** install the proposal for no right turn into The Enterprise Shopping Centre car park from Upperton Road as advertised.

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Committee	Regulatory Planning Committee
Date	15 October 2025
Report by	Director of Communities, Economy and Transport
Subject	Traffic Regulation Order - A259 Eastbourne Road and Pevensey Bay Road (40mph Speed Limit)
Purpose	To consider the objections to the proposed Traffic Regulation Order
Contact Officer:	Michael Higgs – Tel: 07701 394506
Local Members:	Councillors Penny di Cara, David Tutt and Tom Liddiard

RECOMMENDATIONS:

The Planning Committee is recommended to:

- 1) Not uphold the objections to the draft Order; and**
 - 2) Recommend to the Director of Communities, Economy and Transport that the Traffic Regulation Order be made as advertised.**
-

CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT

1. Introduction

- 1.1 The Lead Member for Transport and Environment approved an allocation of £500,000 to a 3-year Speed Management Programme to review the speed limits across the county's A and B-class road network, assess whether the existing speed limit is appropriate, and identify areas where the speed limits could be reduced or made more effective.
- 1.2 The initial appraisal process assessed each A and B-class road against a priority framework that considered a range of factors based on the Council's policy on Local Speed Limits (PS05/02) which is based on the national guidance provided by the Department for Transport. These included the character and road environment, the average speed of traffic, the number of vulnerable road users, facilities like shops, schools and medical facilities in the area, the existing crash history and community concern. A copy of policy PS05/02 is included in Appendix 1. This process identified 16 priority sites to be taken forward in the first 2 years of the Speed Management Programme.
- 1.3 The A259 Eastbourne Road and Pevensey Bay Road was identified as a priority for a potential 40mph speed limit in the first year of the Speed Management Programme. A Location Plan is provided in Appendix 2.

2. Consultation

- 2.1 The draft Traffic Regulation Order (TRO) was advertised in the Eastbourne Herald on 6 June 2025. Notices and copies of the relevant plan were advertised at regular intervals along the route for the minimum statutory period of 21 days. The consultation closed on 27 June 2025. The details were also available on the County Council's consultation

hub for members of the public to view and submit representations. A copy of the Notice and Plan indicating the extent of the proposed 40mph speed limit that was displayed on-site is included in Appendix 3.

- 2.2 During the consultation period 21 representations were received supporting the proposed 40mph. One outright objection to the proposal, and 2 representations requesting a lower 30mph speed limit, which are treated as objections for the purposes of this report, were also received. A further 2 letters of support were received the day after the consultation closed. Some of the representations received also requested a signalised crossing or pedestrian island be provided to make it safer to cross the road and provision of a Vehicle Activated Sign (VAS). Copies of the representations received are available for Members to view in the Members' Room and electronic copies have been made available to the Members of the Planning Committee. The representations received are summarised in Appendix 4.

3. Comments and Appraisal

- 3.1 The proposed lower 40mph speed limit was identified as a priority as part of the Speed Management Programme. This only identified lengths of the A and B-class roads where a lower speed limit could potentially be introduced based on Local Speed Limits policy PS05/02. The scope of the project does not extend to the consideration of a signalised crossing or pedestrian island. These types of improvements will be assessed and prioritised for potential inclusion in a future year's capital programme of transport improvements based on the priorities in the fourth East Sussex Local Transport Plan (LTP4).
- 3.2 In respect of the 2 requests for a lower 30mph speed limit, the policy on Local Speed Limits (PS05/02) recommends that 30mph speed limits are appropriate in built-up areas and villages with "20 or more properties served by private accesses that adjoin the main road (on one or both sides of the road) over a length of not less than 600-metres, and clearly visible to drivers" with average traffic speeds below 33mph.
- 3.3 The setting of appropriate speed limits has been subject to a significant amount of research nationally. Introducing a speed limit that is too low for the road environment is not effective, as drivers will continue to travel at higher speeds, resulting in a poorly complied with speed limit. Although it is acknowledged that there is some visible development on this part of the A259, it is set back from the road, so it does not give drivers sufficient visual messages to support a 30mph speed limit.
- 3.4 The mean speed of traffic is used to determine an appropriate speed limit for a road, as it reflects the speed that most drivers consider to be safe to travel based on their assessment of the road environment. Traffic data available to the County Council, recorded the average speed of traffic on this part of the A259 to be 40.7mph eastbound and 38.3mph westbound over 7 days. The mean speed of traffic indicates that a 30mph speed limit would not be effective.
- 3.5 Policy PS05/02 indicates that 40mph speed limits are appropriate in less built-up areas with setback properties with accesses indicating the need to reduce speed with a noticeable presence of vulnerable road users and mean vehicle speeds below 42mph. There is some new and ongoing development on the road with a popular shared cycle/pedestrian route and 8 bus stops along the part of the A259 that will potentially benefit from a lower 40mph speed limit. The new development and connections to the cycle/pedestrian track will only increase popularity of the route. The recorded mean speed of traffic is also in accordance with Section 5 of the Council's Local Speed Limit policy PS05/02 for a 40mph speed limit.

- 3.6 The police were consulted on the potential 40mph speed limit prior to it being advertised. They were satisfied that the existing traffic speeds are within the Department for Transport thresholds and East Sussex County Council's policy for a reduced speed limit, and they could not find any technical aspect that does not comply with current guidelines.
- 3.7 Notwithstanding the above comments that justify why a 40mph speed limit is being proposed, it does need to be noted that consideration can only be given to the measures, as advertised, and representations made. This means that deciding to uphold the objections that seek a 30mph speed limit and require its implementation would not be legally permissible as such a proposal has not been advertised.
- 3.8 During the 3-year assessment period used for the appraisal process to identify the 16 priority sites to be taken forward in the first 2 years of the Speed Management Programme, there were 4 killed or serious injury (KSI) crashes, and 6 slight personal injury crashes reported to the Police on this part of the A259.
- 3.9 One objection raised concern over the consultation undertaken. As stated in Paragraph 2.1 of the report, the proposal was advertised in the local press and Notices and Plans indicating the proposal were put up ahead of the 21-day statutory consultation period. Checks were made to ensure they were still in place when the consultation closed on 27 June 2025.
- 3.10 The aforementioned objection also raised concerns about the impact on traffic efficiency that the lower speed limit may have. The length of the proposed 40mph speed limit is 1.25km. A vehicle travelling at 50mph takes 56 seconds to travel along this length of road. A vehicle travelling at 40mph takes 70 seconds, a 14 second difference.
- 3.11 The outright objection to the 40mph speed limit expresses concern that alternative measures, such as vehicle activated signs, pedestrian refuges or signalised crossings, have not been considered as measures to address hazards. Policy PS05/02 recommends that engineering measures appropriate to the function of the road should be investigated to reduce vehicle speeds where the average speed of the traffic is above the threshold provided in Section 5 of Local Speed Limit policy PS05/02. The average speed of traffic is below 42mph threshold, so the potential 40mph speed limit will be effective without engineering measures.
- 3.12 Alternative measures like a signalised crossing, a Vehicle Activated Sign (VAS) or pedestrian refuge is outside the scope of the Speed Management Programme. The cost would be significantly higher than the traffic signs and road markings required to introduce the potential 40mph speed limit. As a result of the higher cost, these types of measures need to be prioritised and assessed as part of the Council's Capital Programme of Transport Improvements. There are 40mph speed limits on the East Sussex A-class road network that have helped improve road safety without causing additional congestion.

4 Conclusion and Reasons for Recommendation

- 4.1 The A259 Eastbourne Road and Pevensey Bay Road was identified for a lower 40mph speed limit in the first year of the Speed Management Programme. The speed data that is available to the County Council recorded the average speed of the traffic to be 40.7mph eastbound and 38.3mph westbound. This is in accordance with the Department for Transport and East Sussex County Council's thresholds for a 40mph speed limit. This is also the view of Sussex Police.

- 4.2 During the 3-year assessment period up to 31 December 2023 that was used to prioritise the Speed Management Programme there were 3 killed and serious injury (KSI) crashes, and 7 slight personal injury crashes reported to the police.
- 4.3 If a 30mph speed limit was introduced on this part of the road, it would not be effective as it would be set too low for the road environment. If a 30mph speed limit was introduced drivers would continue to travel at higher speeds resulting in a poorly complied with speed limit.
- 4.4 There is no evidence that a 40mph speed limit would cause additional congestion. Alternative measures such as a signalised crossing, pedestrian refuge or vehicle activated sign (VAS) are outside the scope of the Speed Management Programme.
- 4.5 The proposed Traffic Regulation Order (TRO) was advertised in the Eastbourne Herald on 6 June 2025. Notices and Plans were put up on-site for 21 days, so the statutory requirements for advertising the Order were met.
- 4.6 It is recommended for the reasons set out in the report, that the Planning Committee does not uphold the objections, and recommends to the Director of Communities, Economy and Transport that the Traffic Regulation Order is made as advertised.

RUPERT CLUBB

Director of Communities, Economy and Transport

Background Documents

None

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – COMMUNITIES AND SAFETY
POLICY SUMMARY

LOCAL SPEED LIMITS	PS05/02
<p>PURPOSE OF POLICY</p> <p>To achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment</p>	
<p>SPECIFIC POLICIES</p> <ol style="list-style-type: none"> 1. On trunk roads, speed limits (in common with other orders regulating traffic) are the responsibility of the Department for Transport (DfT), through its executive agency, Highways England. The County Council has no jurisdiction over this class of road. 2. On all other roads Orders are made by the County Council subject to the statutory requirements for the advertisement of the proposals and considerations of any objections. 3. The principle determinant of a proposed speed limit should be the appearance and character of the road as described in Appendix A. 	
<p>SUPPORTING STATEMENT</p> <p>Adherence to the criteria ensures consistency in the introduction of Local Speed Limits on a countywide basis and supports the work that has been undertaken with neighbouring authorities. It is recognised that, where appropriate, a lower speed limit can assist in the reduction of the number and severity of casualties and help to improve environmental aspects and quality of life for local residents. Reference should always be made to the latest national guidance available.</p>	
<p><u>References – Further Information</u></p> <p>Road Traffic Regulation Act 1984 Department for Transport – Circular Roads 01/2006 Department for Transport – Circular Roads 02/2006 Department for Transport – Traffic Advisor Leaflet 1/04 Department for Transport – Traffic Advisory Leaflet 2/06 Department for Transport- Circular Roads 01/2013 H & T Committee – Agenda Item 10 H & T Committee – Agenda Item 18 Cabinet Committee – Agenda Item 5 Lead Member for Transport and Environment – Agenda Item 11 Lead Member for Communities & Safety – Agenda Item 31</p>	<p><u>Date of Approval</u></p> <p>17.03.1993 19.10.1994 15.11.2000 25.06.2007 16/03/2018</p>

SPECIFIC POLICIES (CONTINUED)

4. Subject to paragraphs 5 and 6 below, villages may be considered for the introduction of a 30 mph speed limit in accordance with recommendations of DfT guidance for setting local speed limits providing that there are 20 or more properties served by private accesses which adjoin the main road (on one or both sides of the road), located over a length of not less than 600 metres, and clearly visible to drivers.
5. Speed limits should be set in accordance with the table below :-

Speed Limit	Average Speed Below
20	24
30	33
40	42
50	52
60	62

6. Where the average speed is above the figures quoted in paragraph 5 for a particular speed limit being investigated then, subject to available resources, either :-
 - a) Where the history of injury crashes at the site justifies the necessary expenditure, engineering measures appropriate to the function of the road should be investigated to reduce vehicle speeds below the figures quoted in paragraph 5 for a particular speed limit. If this can be achieved a Traffic Regulation Order (TRO) for the proposed speed limit may then be made in conjunction with the introduction of engineered measures.
 - b) Where engineering measures are not appropriate due to the function of the road or cannot be justified by the history of crashes a TRO may be considered for a higher limit than that originally proposed which reflects the speed quoted in paragraph 5.

7. 20mph Speed Limits and Zones

20mph speed limits or zones can positively contribute to quality of life and encourage healthier modes of transport such as walking or cycling. They can also help in creating a sense a place, better serving the local communities' needs. However, to ensure that they are effective, they will only be pursued if the following general criteria are met: -

- a) It can be demonstrated that there are clear benefits to be gained in terms of casualty reduction, particularly involving vulnerable road users;
- b) The lower limit is an integral part of either an area wide traffic calming scheme, a School/ Community Safety Zone or a Town Centre Management Scheme; and
- c) The lower limit is effectively self-enforcing

Proposed Speed Limit Criteria – Route Assessment

Below gives an indication of appropriate speed limits, reference should be made to the latest Department for Transport guidance for more detailed information.

SPEED LIMIT/ CHARACTER OF ENVIRONMENT	CHARACTER OF ROAD	TRAFFIC COMPOSITION
------------------------------------------------------	--------------------------	----------------------------

20 mph Speed Limit

Town centres, residential areas, in the vicinity of schools	Constrained in terms of vehicle movement with existing conditions or engineered features influencing vehicle speed with available alternative routes for through traffic	Mean vehicle speed below 24 mph High proportion of vulnerable road users in direct conflict with traffic
-------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------

30 mph Speed Limits

Built up areas, visible properties with frontage access, the road giving a clear indication to drivers of the need to reduce speed	Urban streets Roads through villages and identified rural settlements with 20+ visible properties within a 600m length	Mean vehicle speed below 33mph Significant number of vulnerable road users in conflict with vehicular traffic
------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------

40 mph Speed Limits

Less built up areas, set back properties with frontage access indicating to drivers the need to reduce speed	Urban Suburban distributor roads buildings set back from the road Rural Roads through villages and identified rural settlements over a minimum length of 600m	Mean vehicle speed below 42mph Urban Vulnerable road users segregated from road space Rural A noticeable presence of vulnerable road users
--------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

50 mph Speed Limits

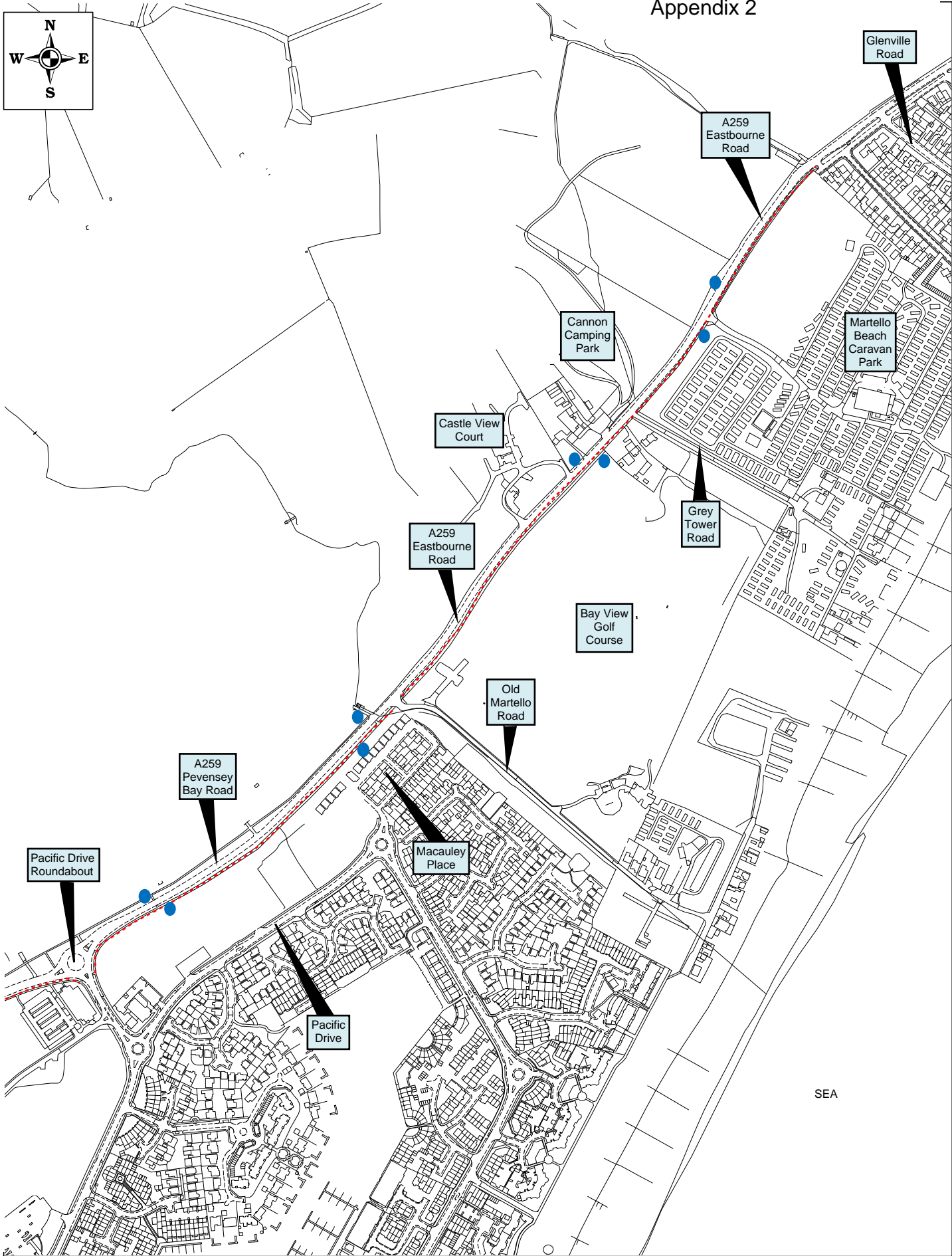
Limited frontage development	Higher quality urban distributors with few points of access Low standard classified roads	Mean vehicle speed below 52mph
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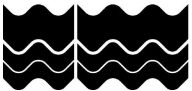
60 mph Speed Limits (Dual Carriageways)

Limited frontage development	High standard rural classified roads	Mean vehicle speed below 62mph
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Note: Vulnerable road users include pedestrians (particularly children, the elderly and disabled) and cyclists.

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 East Sussex County Council	KEY ● Bus Stop --- Cycle/Pedestrian route		SCALE	1 : 6500
	A259 Eastbourne Road / Pevensey Bay Road Location Plan		DATE	11/09/2025
	AccsMap version 7.0		DRAWING NO.	APPENDIX 2
	Page 69		DRAWN BY	MJH
	Crown copyright. All rights reserved East Sussex County Council. Licence No. AC0000808855. 2023		ORIGINAL SIZE	A4

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EAST SUSSEX COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**The East Sussex (A259 Eastbourne Road / Pevensey Bay Road)
(40mph Speed Limit) Order 202***

NOTICE is hereby given that East Sussex County Council propose to make an Order under Sections 84 (1) and (2) of the Road Traffic Regulation Act 1984, as amended, and of all other enabling powers, which would amend the speed limits in the following length of road;

40 mph Speed Limit	
A259 Eastbourne Road / Pevensey Bay Road	From a point 154 metres southwest of the junction with Grenville Road southwesterly to a point 108 metres northeast of the roundabout with Pacific Drive.

A copy of the draft Order, plan showing the length of road, the order being revoked and a statement of the Council's reasons for proposing the Order may be inspected in Reception, East Sussex County Council, County Hall, St Anne's Crescent, Lewes BN7 1UE on Monday to Friday between 9am and 4pm and online at;

<https://consultation.eastsussex.gov.uk/economy-transport-environment/a259-pevensey-bay-road-40mph-speed-limit>

Any person wishing to make an objection, support the proposal or make other representation concerning this proposal must do so in writing, together with the grounds on which it is made, to East Sussex County Council, Communities Economy & Transport, Parking, D Floor, County Hall, St Anne's Crescent, Lewes BN7 1UE or by email to TROs@eastsussex.gov.uk quoting reference TRO/514 to arrive no later than 27 June 2025.

If you have any questions, require further information or would like paper copies of the proposals please telephone Road Safety on 0345 60 80 193.

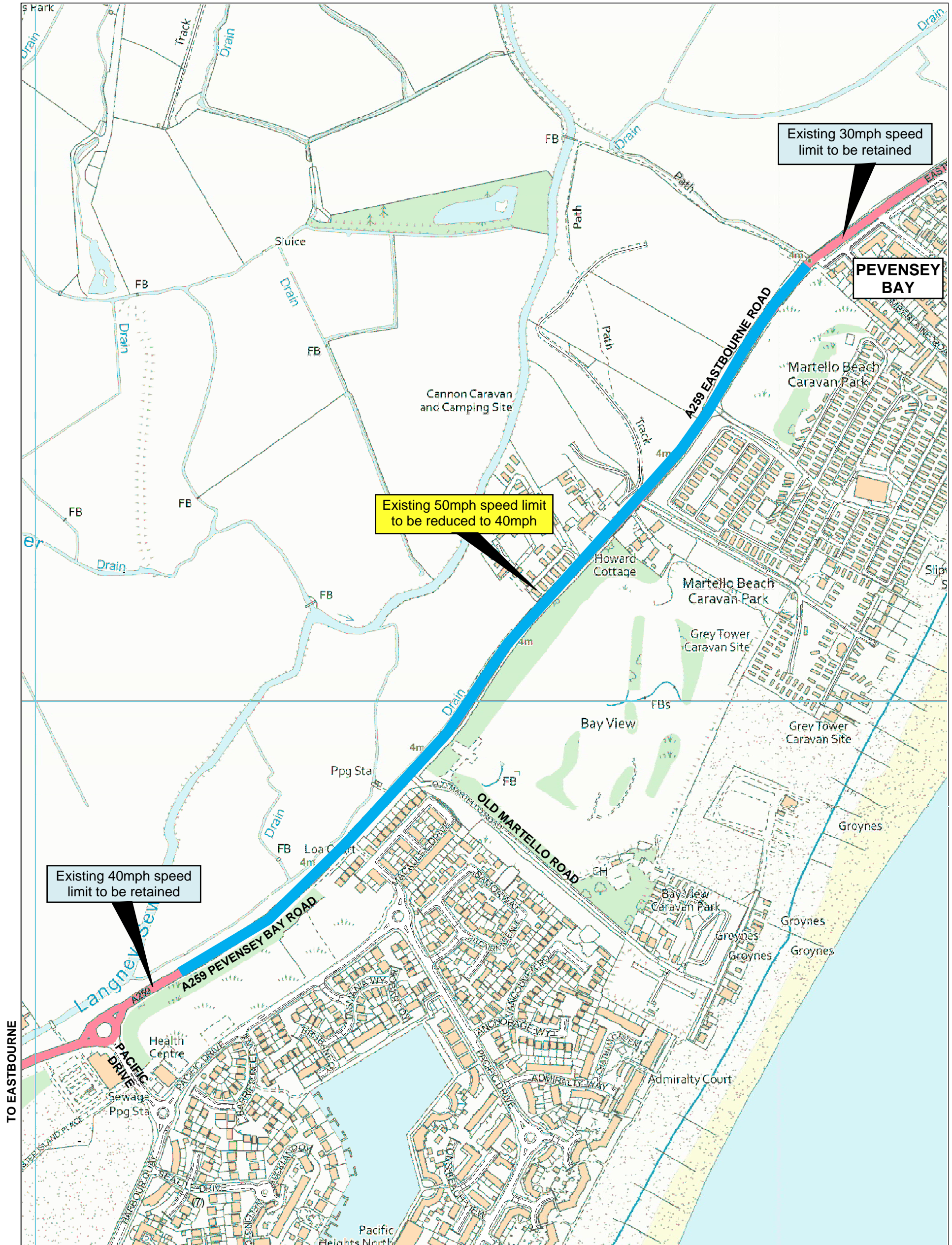
**Philip Baker, Deputy Chief Executive
Governance Services Department, County Hall, Lewes, East Sussex BN7 1UE**

6 June 2025

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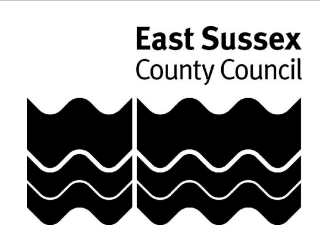


Existing 40mph speed limit to be retained

Existing 50mph speed limit to be reduced to 40mph

Existing 30mph speed limit to be retained

PEVENSEY BAY



A25 Eastbourne Road / Pevensey Bay Road Existing 50mph Speed Limit to be Reduced to 40mph

KEY
Existing 50mph speed limit to be reduced to 40mph

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SCALE	1 : 5000
DATE	01/07/2024
DRAWING NO.	1
DRAWN BY	TN
ORIGINAL SIZE	A4

A259 Eastbourne Road - Pevensey Bay Road - Summary of comments and observations received

Comment/observation	Date
An excellent idea to reduce this section of road from 50 to 40mph, I have long thought it an anomaly, given the increasingly built-up area and dangers involved in traffic turning in and out of roads such as the Old Martello Road. It will also end the cliff edge of dropping from 50 to 30mph on approaching the village of Pevensey Bay. It might also be a good idea to do something about the short stretch of national speed limit between the two sections of 30mph between Pevensey Bay and Pevensey, particularly bearing in mind the level crossing and frequent stationary vehicles at that point.	07/06/2025
I totally agree with the speed limit reduction from 50mph to 40mph. The road is used as a racetrack by many people and a nasty accident is waiting to happen. There are many elderly people living in Castle view court on Eastbourne road and its impossible to cross the road to get to the bus stop. I still feel we need some sort of traffic calming in the area as mentioned its a very fast dangerous road.	08/06/2025
I live on castle view court and have always been aware that the speed limit is currently too high. I have witnessed cars and motorbikes exceeding the limit and have also seen rta's outside Pevensey bay caravan park. I have grandchildren and when they visit , crossing the road is a nightmare. It's so scary for myself and the children. I also have had several near misses when I've tried to turn out onto the main road because of cars going too fast. I would like to see the speed limit reduced to 40mph or even. Lower as my estate where I live is growing in size with more residents buying new homes. I would like to see some traffic control either by the way of a pelican crossing or island in the middle of the road and points were people cross.	08/06/2025
Regarding proposed reduction of speed limit from 50mph to 40mph. As a resident of Castle View Court the current speed limit is extremely dangerous. As well as ourselves there is Cannon Campsite, Pevensey Bay Holiday Park and in the summer months the boot fair. With the increase in traffic in and out of these there is the potential for a very serious accident. In fact there have been many already. Also consider the impact on the McCarthy and Stone development should this remain at 50mph. Therefore the proposed change is a necessity and the sooner the better.	08/06/2025
I write in response to the formal consultation to reduce the speed limit to 40 mph on the A259 Pevensey Bay Road, Eastbourne. As a resident of Castle View Court, I strongly support the reduction. This is a busy road with a speed limit of 50 mph and is potentially dangerous to navigate for cars entering and exiting the site caused by the inappropriate speed of some motorists and motor bikers. This is a dangerous road and traffic calming measures are paramount for safety and wellbeing as the locality becomes more populated. I would be happy to respond to an Environmental Impact Assessment if needed.	08/06/2025

A259 Eastbourne Road - Pevensey Bay Road - Summary of comments and observations received

Comment/observation	Date
I am aware that a proposal is in place to reduce the speed on the Pevensey Bay Road from 50mph to 40mph. I am a resident on Pevensey Bay Road and I would like to make it clear that any proposal to reduce the speed will have my full support. I frequently use this road as both a car driver and pedestrian and feel that the current speed limit of 50mph is too high. During the 'rush hour' times of day I see motorists regularly exceeding this limit, and often as a consequence being encouraged by their excess speed to overtake on the hatch markings. I am a retired Police officer and have held a driving license for over 42 years so feel I am a good judge of a moving vehicles speed. This road is also used as a short cut for traffic that does not want to drive along the busy A27 and subsequently is used by motorists who do not know the area and are not aware there are many side roads on this stretch of carriageway. I would also like to point out that whilst reducing the limit to 40mph does not guarantee all motorists will adhere to the new limit as many are unable to keep within the current 50mph limit. I do hope that the new limit, if introduced, will be policed in some way. This area is a lovely place to live, but it is tainted a little by the speed at which traffic moves along Pevensey Bay Road. I hope my comments go some way to making sure the new speed limit is introduced.	08/06/2025
As an older couple just crossing the road to get to the bus stop is difficult and often dangerous. Any assistance will be greatly appreciated Residents of Castle View Court	09/06/2025
I am writing to let you know that I support the reduction of the speed limit from 50mph to 40mph along the stretch of road as laid out in the plan. I live in the new residential site of Castle View Court and the current speed limit is dangerous. Most of this stretch of road now has residential housing along it and there is no where to cross the road safely. There is no pavement on the side of the road by the site so one has to cross the road to be able to walk safely to either Pevensey Bay or the Sovereign Harbour. A pedestrian crossing should also be installed. Since I have lived in Castle View Court there have been several car accidents and one resident has been knocked down. There is also insufficient street lighting which I believe would make this stretch of the road safer for both pedestrians and drivers.	09/06/2025
In response to your consultation I feel a 50mph limit would reduce the risk of fatalities. So I am in favour of the reduction. There is now a large residential site being developed on that stretch with many of the residents over 50. Centre islands would also decrease the risk of collisions.	09/06/2025
My partner & I totally support this proposal. This road is treated as a race track at times especially by motorbikes doing 60/70mph & some cars. We live at Castle View Park home site and getting out by car and especially trying to cross the road on foot is especially dangerous. We have never seen a speed trap on this road in 4 yrs. perhaps a speed camera would help as well.	08/06/2025
I write to advise that as residents of Castle View Court, Eastbourne Road (A259), my wife and I fully support a reduction in the speed limit from 50 mph to 40 mph. This should allow pedestrians to cross the road more safely.	08/06/2025

A259 Eastbourne Road - Pevensey Bay Road - Summary of comments and observations received

Comment/observation	Date
Absolutely delighted this limit is proposed to reduction from 50 to 40mph,it's very dangerous to cross where bus stop is nr castle view court ,I've seen cars well in excess of 60mph travelling up or down this road,a crossing of some form would be well received by all pedestrians trying to cross this road.	08/06/2025
Regarding the proposal to change the speed limit on the Eastbourne Road/Pevensey Bay Road. I completely support the proposal. As a resident of Castle View Court residential park home, I hope you will take into account the safety of pedestrians, especially the elderly to enable us to cross the road safety to the bus stop sited opposite. Even at 40mph limit this will still prove hazardous, perhaps a traffic island could be useful.	10/06/2025
I have been advised that there is a proposal to reduce the speed limit on the A259 Eastbourne/Pevensey Bay Road. Personally I feel that this reduction is long over due, as this stretch of the road is now becoming more developed, and the type of development is for the older people who are not so agile when crossing the road. My only concern is how are you going to police the reduction of the speed limit? You only have to drive along this section on a regular basis to see how many people do not respect the current 50, so are you going to be installing speed cameras - they would be very profitable. As well as reducing the speed limit, traffic calming measures also need to be implemented. as it can be very difficult when going int or exiting Castle View Point. I have had many lorry drivers, making rude gestures when visiting this development. I hope that whoever has the final decision will actually visit this part of the road, so they can see exactly what the issues are.	10/06/2025
I am a resident of Castle View Court at Pevensey Bay on Pevensey Bay A259 Eastbourne Road. I am in full agreement that the speed limit should be reduced as attempting to cross from one side to the other is extremely dangerous as traffic does not adhere to the current speed limit. Drivers need to be educated that it is a speed limit not a target! It is also very difficult when entering or leaving the site as people overtake without due regard to oncoming traffic. There have been many accidents on this stretch of road!	11/06/2025
The Pevensey bay/ Eastbourne Road to reduce the speed limit to 40 miles an hour. I wanted to show my full support for this in the reduction of the speed limit.	11/06/2025

A259 Eastbourne Road - Pevensey Bay Road - Summary of comments and observations received

Comment/observation	Date
<p>I am writing to formally object to the proposed implementation of a 40 mph speed limit on the A259 Eastbourne Road / Pevensey Bay Road, as outlined in the draft order titled The East Sussex (A259 Eastbourne Road / Pevensey Bay Road) (40mph Speed Limit) Order 202*. Grounds for Objection: (1) Inadequate Justification: The notice does not provide sufficient evidence or data to justify the need for a permanent reduction to 40 mph. There is no reference to accident statistics, traffic flow analysis, or road safety audit to support the claim that a change in speed limit is necessary. (2) Impact on Traffic Efficiency: This stretch of road is a key arterial route, and reducing the speed may result in unnecessary delays, congestion, and driver frustration—particularly during peak hours or holiday seasons when tourism increases dramatically in this area. (3) Lack of Local Consultation: There appears to be no evidence that local residents, businesses, or road users were meaningfully consulted prior to this proposal. Given the potential impact on daily commutes and access to local services, wider engagement should have occurred before advancing the order. (4) Enforcement Concerns: Reducing the speed limit without appropriate enforcement mechanisms will likely lead to inconsistent compliance. This could diminish respect for speed regulations more broadly and potentially make the road less predictable and more dangerous for users. (5) Alternative Measures Not Considered: If the objective is to enhance safety at specific points (e.g., near pedestrian crossings or junctions), targeted interventions such as flashing speed signs, pedestrian refuges, or localized limits near hazard points should be explored instead of a blanket speed reduction. In conclusion, while road safety is a priority, the current proposal lacks adequate justification, consultation, and strategic planning. I urge East Sussex County Council to reconsider the proposal and explore more proportionate, evidence-led alternatives.</p>	11/06/2025
<p>I would like to express my support for the proposed reduction in speed limit on the Pevensey bay road. As I live in Pevensey Bay I often note the excessive speed that people drive into, and out of, the village. Also there have been numerous accidents outside the caravan parks that could be attributed to speeding. Additionally it would be beneficial to local people to have speed cameras, or more frequent speed traps, on the Pevensey Bay road.</p>	12/06/2025
<p>Regarding the 40 mph on the limit on the order 202 on the A259. This change would be most welcome as it is 50 mph at the moment, far to fast for the area and amount of traffic coming out of side roads. And accidents quite often occur.</p>	12/06/2025
<p>Both my wife and I think the proposal to lower the speed limit on the A259 from 50 down to 40 is an excellent idea for the health and safety of all that use it. PS 30mph would be better</p>	12/06/2025
<p>I live on the Castle View Court development and have seen a number of road traffic collisions on this particular part of the road and feel that a reduction would go some way to reduce the likelihood of further accidents/incidents.</p>	16/06/2025
<p>My Husband & I believe that the A259 Eastbourne Road speed limit should be reduced to 30MPH. Otherwise some kind of crossing should put on road. With traffic lights maybe.</p>	19/06/2025

A259 Eastbourne Road - Pevensey Bay Road - Summary of comments and observations recieved

Comment/observation	Date
<p>I am writing to support the proposed reduction of the speed limit from 50mph to 40mph between Pevensey Bay and Pacific Drive roundabout. My property is in Castle View Court that has its entrance onto the A259 between Pevensey Bay and Pacific Drive. I moved here in June last year and I was, and still am, shocked at the speed of vehicles on that stretch of road. Many drivers are going faster than the 50mph; and if not, then they are accelerating (in both directions). They tend to only slow down when in sight of either the Pacific Drive roundabout or at the 30mph entry into Pevensey Bay. I have been concerned about general road safety as well as my own safety. It is scary turning into the Castle View Court due to the speed of vehicles on the A259 even though I indicate early and start slowing down.</p> <p>Probably worse when coming out of Pevensey Bay towards the Pacific Drive roundabout because vehicles are still accelerating up to 50mph, plus turning across the traffic going towards Pevensey Bay that has already reached 50+mph. As a pedestrian, crossing the road to catch the bus or to go shopping feels dangerous. There is nowhere safe to stand in the middle of the road, so I have to cross both sides of the road in one go, and given the speed of the cars it is frightening. They don't slow down at all for pedestrians. I wouldn't consider cycling on that road, and I have never seen anyone brave enough to do so - they all use the shared pedestrian path. So, in summary, I strongly support the proposed reduction in the speed limit from 50mph to 40mph because the current speed limit is too fast. It would be great if you could consider installing a pedestrian island somewhere near the Castle View Court entrance so I/we can cross the road in two goes instead of having to make it across all at once.</p>	26/06/2025
<p>We would like to highlight the following comments on the proposed speed limit reduction. 1. We fully support the reduction in speed limit on the section of road highlighted and can not see any justification for the speed limit in this area being higher than the road section in Pevensey Bay 30MPH or the section into Eastbourne 40MPH. 2. We live in one of the houses in Macauley Place which backs onto this section of road and we are seriously concerned for the people who get off the buses at the Old Martello Road stop and try to cross this road. I can assure you that there are many vehicles traveling on this road well in excess of the current speed limit. In the late evening this section of road is like a race track for some people with many emitting excessive noise. To this end I do not see changing the speed limit only will result in any change to behaviour without random speed checks by temporary speed cameras. This should be covered by any social behaviour similar to many other areas within this location. Apologies for being one day late with this submission which was due to holidays and not being notified of this document.</p>	28/06/2025 (Late)

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Committee:	Regulatory Planning Committee
Date:	15 October 2025
Report by:	Director of Communities, Economy and Transport
Title of Report:	Traffic Regulation Order – Cooksbridge Road, Hamsey Lane and Chatfield Close, Cooksbridge
Purpose of Report:	To consider the objections received in response to the formal consultation on the draft Traffic Regulation Order associated with the development of Chatsfield Yard, Cooksbridge Road, Cooksbridge.
Contact Officer:	Mark Weston – 01273 482242
Local Member:	Councillor Milligan

RECOMMENDATIONS:

The Planning Committee is recommended to:

- 1) Not uphold the objections to the draft Order as set out in paragraph 2.3 of this report; and**
 - 2) Recommend to the Director of Communities, Economy and Transport that the Traffic Regulation Order be made as advertised.**
-

CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

1.1 Planning permission for a residential development of 27 dwellings at Chatsfield Yard, Cooksbridge Road, Cooksbridge, BN8 4SJ was granted by Lewes District Council in June 2017 (Planning application reference LW/16/0935).

1.2 The planning permission secured an agreement to provide a new site access as well as a new footway, parking layby and pedestrian island north of the site access. In addition, parking spaces for the existing properties fronting Cooksbridge Road, known as Wellington Cottages, were to be provided within the site for the use of the existing residents.

1.3 The independent Road Safety Audit carried out as part of the sign-off process for the highway works identified an issue regarding potential obstruction of the visibility splay for drivers exiting Chatfield Close when vehicles are parked on Cooksbridge Road to the south side of the junction. Hamsey Parish Council has also raised this as a concern. As a result, funds were obtained from the Developer to enable a Traffic Regulation Order (TRO) to be progressed to restrict waiting at the junction.

1.4 In addition, the Parish Council later also identified concerns with parking outside Hamsey School and in Hamsey Lane, which could adversely affect road safety. As a TRO was being taken forward for the Chatfield Close junction it was considered sensible to include all the requested restrictions in one proposal.

1.5 An initial consultation for the proposed waiting restrictions was carried out between 4 June 2024 and 26 June 2024 with the Parish Council, County Councillor, and statutory consultees including the emergency services and bus companies. No objections were received to this consultation.

1.6 On 13 September 2024, the County Council gave notice under the relevant sections of the Road Traffic Regulation Act 1984 (as amended), that it was proposing to make a Traffic Regulation Order. A copy of the draft Traffic Regulation Order is included in Appendix 1. A copy of the advertised Notice of proposals was placed on posts in Cooksbridge Road, letters were delivered to directly affected properties and copies of the proposals were also placed on deposit in County Hall reception for viewing by members of the public and on the County Council's Consultation website. In addition, the Public Notice was advertised in the local newspaper (Sussex Express) on 13 September 2024. Statutory Consultees were also contacted again to make them aware of the formal consultation. The formal period for representations ended on 4 October 2024.

1.7 The proposals are as follows:

No Waiting At Any Time in the following roads in Cooksbridge:

Cooksbridge Road	East side	From the southern kerbline of Hamsey Lane southwards for 16 metres
	East side	From the northern kerbline of Hamsey Lane northwards for 16 metres
	West side	From the southern kerbline of Chatfield Close southwards for 42 metres
	West side	From the northern kerbline of Chatfield Close northwards for 12 metres
Hamsey Lane	Both sides	from the junction with A275 Cooksbridge Road eastwards for 20 metres
Chatfield Close	Both sides	from the junction with A275 Cooksbridge Road westwards for 5.5 metres

2. Comments and Appraisal

2.1 During the formal consultation period, 12 items of correspondence were received. Nine supporting the proposal and 3 objecting to it. Full copies of the correspondence received and officers' responses have been made available in the Members' room and have also been made available to the Members of the Planning Committee in electronic format.

2.2 Those in favour of the proposed restrictions included the Parish Council, Head Teacher of Hamsey CP School and a number of local residents. They feel the proposal will improve road safety by ensuring adequate visibility when exiting Chatsfield Close,

helping deter parking on footways and near the school as well as providing more and safer opportunities for pedestrians crossing the road.

2.3 Objections were received from local residents and a parent whose child attends Hamsey CP School. The objections were on the basis that:

- The proposals don't go far enough and should include the entire south east side of Cooksbridge Road from the school to Hamsey Lane.
- Parents do bump up on the pavement but always allowing enough room for pushchairs, bikes etc
- Having the cars bump up on the pavement actually reduces the speed of the cars therefore makes it safer for the children going in or coming out of school.
- The double yellow lines would only achieve the intake of the school going down due to poor parking.
- Vehicular access exists and is needed for a property that fronts the road. Additionally, loading and unloading is required for this property. The active planning consent for this property confirms parking on the brick frontage, within the curtilage of the property. In view of this, access across the parking restrictions will be required as it appears to have been included on the east side.

2.4 Having considered the objections; officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn for the reasons set out in paragraphs 2.5 to 2.8 below.

2.5 The Road Safety Audit raised concerns that the visibility for drivers exiting Chatfield Close is significantly impaired when vehicles are parked on Cooksbridge Road to the south side of the junction. This creates hazardous conditions for both drivers exiting Chatfield Close and for other traffic travelling on Cooksbridge Road.

2.6 Concerns have also been raised that parking on Hamsey Lane, too close to its junction with Cooksbridge Road, has caused obstruction preventing access into Hamsey Lane for refuse vehicles and farm vehicles.

2.7 Concerns have been raised that during school pick up and drop off times vehicles are frequently parked in such a way that visibility and the safe passage of traffic is obstructed. This creates hazardous conditions for both pedestrians and other traffic using the road.

2.8 The proposed restrictions do not prevent access to garages and allow for active loading and/or unloading for a short period of time. Parking on the brick frontage outside Wellington Cottages would be removed by the installation of double yellow lines as the area is public highway so would be covered by the parking restrictions. The status of this area has been checked by the Highway Land Information Team to ensure the status is correct, which it is deemed to be. It should be noted that any parking in this area blocks not only visibility for vehicles exiting Chatsfield Close, but also means pedestrians have to walk in the road as the area is quite narrow. Residents of Wellington Cottages have also been offered alternative parking provision at the rear of their properties in the Chatsfield Close development which was secured as part of the planning permission granted.

3. Conclusion and reasons for recommendation

3.1 The proposed restrictions have been designed to prevent parking at potentially hazardous locations to improve road safety in the area of Chatfield Close and Hamsey Primary School. The Order is therefore proposed to prevent the likelihood of danger to persons or traffic using the road and to facilitate the passage of traffic.

3.2 It is therefore recommended for the reasons set out in the report, that the Planning Committee does not uphold the objections, and recommends to the Director of Communities, Economy and Transport that the Traffic Regulation Order be made as advertised.

RUPERT CLUBB

Director of Communities, Economy and Transport

BACKGROUND DOCUMENTS

None

Appendix 1

EAST SUSSEX COUNTY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984

**The East Sussex (Lewes District) (Traffic Regulation) Order 2004 Amendment Order
2005 No.1 (Cooksbridge) Amendment Order 202* No.***

NOTICE is hereby given that East Sussex County Council propose to make an Order under the relevant sections of the Road Traffic Regulation Act 1984, as amended, and of all other enabling powers, which will introduce no waiting at any time restrictions in the following lengths of road:

No Waiting At Any Time in the following roads in Cooksbridge:

Cooksbridge Road	East side	From the southern kerbline of Hamsey Lane southwards for 16 metres
	East side	From the northern kerbline of Hamsey Lane northwards for 16 metres
	West side	From the southern kerbline of Chatfield Close southwards for 42 metres
	West side	From the northern kerbline of Chatfield Close northwards for 12 metres
Hamsey Lane	Both sides	from the junction with A275 Cooksbridge Road eastwards for 20 metres
Chatfield Close	Both sides	from the junction with A275 Cooksbridge Road westwards for 5.5 metres

A copy of the proposed Order, plans showing the lengths of road and a statement of the Council's reasons for proposing the Order along with a copy of the Order being amended can be viewed in Reception, East Sussex County Council, County Hall, St. Anne's Crescent, Lewes BN7 1UE on Monday to Friday between 9am and 4pm or online at; <https://consultation.eastsussex.gov.uk/economy-transport-environment/a275-cooksbridge-road-cooksbridge>

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 quoting reference TRO/500 to arrive no later than 4 October 2024.

If you have any questions, require further information or would like paper copies of the proposals please telephone Transport Development Control on 0345 60 80 193.

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

13 September 2024

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