



**REGULATORY COMMITTEE**

**PLANNING COMMITTEE**

**MEETING 10.30 am WEDNESDAY, 10 DECEMBER 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 12 November 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 Upperton Road/Station Parade, Eastbourne - Traffic Regulation Order (*Pages 15 - 58*)  
Report by the Director for Communities, Economy and Transport
6. Horebeech Lane, Laundry Lane and Marle Green, Horam - Traffic Regulation Order (*Pages 59 - 64*)  
Report by the Director of Communities, Economy and Transport
7. Any other items previously notified under agenda item 4

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

2 December 2025

Contact Sophie Webb, Governance and Democracy Manager,  
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**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 12 November 2025.

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

### 32. MINUTES OF THE MEETING HELD ON 15 OCTOBER 2025

32.1 The Committee approved as a correct record the minutes of the meeting held on 15 October 2025.

### 33. APOLOGIES FOR ABSENCE

33.1 No apologies for absence were received.

### 34. DISCLOSURES OF INTERESTS

34.1 Councillor Field declared a personal interest in item 6 as a Member of Rother District Council. She did not consider this to be prejudicial.

### 35. URGENT ITEMS

35.1 There were none.

### 36. REPORTS

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

### 37. AN ALTERNATE SITE LAYOUT (PART RETROSPECTIVE) INCLUDING THE EXTERNAL PROCESSING OF ASPHALT PLANINGS, TEMPORARY STORAGE OF CONTAINERS, THE INSTALLATION OF AN LPG STORAGE FACILITY, THE RELOCATION OF CAR AND LORRY PARKING, AND A MINOR ALTERATION TO THE CONFIGURATION OF ACOUSTIC FENCING. PLOTS 6 & 7, NORTH QUAY ROAD, NEWHAVEN BN9 0AB FOR F M CONWAY LIMITED - LW/894/CM

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

37.2 Mr George Massingham (agent for the applicant) spoke for the recommendation for granting planning permission.

37.3 Councillor James MacCleary, the Local Member spoke to highlight concerns regarding noise, emissions, odour, vehicle movements and visual impact associated with the site.

37.4 Committee Members have considered the report, together with the comments of the public speaker and Local Member and agree with the conclusions and reasons for the recommendation set out in paragraph 8.1 of the report.

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

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

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

2. The development hereby permitted shall be carried out in accordance with the plans 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. The temporary storage containers hereby permitted in the north of the site shall be removed by 31 August 2026. Prior to the area being brought into use for any other purpose, the applicant shall submit details of the permanent use of the area to the Waste Planning Authority for approval in writing, unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

The approved permanent use of the area shall thereafter be implemented in accordance with the approved details.

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

4. Use of Berth 1, North Quay Road, Newhaven on land under the control of applicant for the importation, storage and processing of mineral, demolition and construction wastes pursuant to planning permission LW/574/CM shall cease on the implementation of any external processing activities allowed by permission LW/894/CM. If processing activities under permission LW/894/CM cease, the applicant shall notify the Planning Authority prior to bringing Berth 1 back into use for external processing.

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

5. Prior to the construction of the covered storage bay and the relocation of the crusher and screener to the north of the site an ecological design strategy (EDS) addressing enhancement of the site shall be submitted to and approved in writing by the Director of Communities, Economy and Transport. The EDS shall include provision of a minimum of 190sqm of wildflower grassland along the northern boundary of the site. Details should include, location, dimensions, build-up/depth, low nutrient substrate/soil type, native plant species list and percentages, sowing density or turf type, initial aftercare and maintenance, long-term management which must include the removal of arisings, timetable of works and roles and responsibilities for implementing the works. Details on the edge design e.g. kerbing, to avoid damage from machines or spill from stockpiled material being processed adjacent to it and additional features such as log piles/bee banks/substrate piles of value to insects should also be provided. The EDS should be written by an ecologist with experience of specifying wildflower grassland creation and management. The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: To ensure provision of measures considered necessary to enhance the site to provide a net gain for biodiversity as required by Section 40 of the Natural Environment



and Rural Communities Act 2006, paragraphs 187 and 193 of the NPPF (December 2024) and local policy.

6. The 500mm floodstop flood prevention barrier hereby approved in the north-east corner of the site shall remain closed at all times unless the operator requires use of the access in this area. The barrier shall be closed immediately after use. If the flood barrier is opened the operator shall inform the Planning Authority within 1 day of the flood barrier being opened and shall provide confirmation of its closure.

Reason: To ensure an appropriate means of flood enclosure is maintained.

7. The covered storage bay hereby permitted in the north west of the site shall be finished in corrugated aluminium sheeting and coloured as follows:

External ground to roof level – RAL 6028 Green.

Roof and internal faces – RAL 7038 Grey.

Unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

Reason: To help integrate the development into the existing site appearance and ensure an appropriate appearance of the development in accordance with Policy WMP23a of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

8. Construction and subsequent development shall be carried out in accordance with the conclusions and recommendations in Section 8.7 to the 'Report on Preliminary Ground Investigation', Issue 3, dated March 2017 by Applied Geology Limited (ref. AG2519-16AA17).

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DM20 in the Lewes District Site Allocation and Development Management Policies 2020.

9. If, during construction, contamination not previously identified is found to be present at the site then no further construction (unless otherwise agreed in writing with the County Planning Authority) shall be carried out until the applicant has submitted and obtained the written approval of the Director of Communities, Economy and Transport for a remediation strategy detailing how this unsuspected contamination shall be dealt with. Construction shall be carried out in accordance with the approved remediation strategy thereafter.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DM20 in the Lewes District Site Allocation and Development Management Policies 2020.

10. Piling, or any other foundation designs, using penetrative methods shall not be permitted other than with the written consent of the Director of Communities, Economy and Transport, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Construction shall be carried out in accordance with the approved details.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DM20 in the Lewes District Site Allocation and Development Management Policies 2020.

11. The recycled aggregate product (RAP) shed and the aggregate storage bays shall accord with the details approved in East Sussex County Council's letter dated 17 March 2020, namely application for approval of details reserved by condition, dated 27 July 2019, including accompanying statement and plan and the following drawings: (1) Column Layout: 19.0675-101C; (2) Elevations Sheet 1: 19.0675-200; (3) Elevations Sheet 2: 19.0675-201; & (4) Roof Steelwork Layout & Details: 19.0675-110A.

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

12. External materials and finish including colour of buildings and/or structure of means of boundary enclosure shall accord with the details approved in East Sussex County Council's letter dated 25 August 2023, namely:

Asphalt plant and mixed material storage

Structures are clad in corrugated aluminium sheeting and coloured as follows:

Ground level to 13.15m height – RAL 6028 Green.

Above 13.15m – RAL 7038 Grey.

Aggregate storage sheds

Finished in corrugated aluminium sheeting and coloured as follows:

External ground to roof level – RAL 6028 Green.

Roof and internal faces – RAL 7038 Grey.

Bitumen tanks and fuel storage tanks

Full height and tops – RAL 6028 Green.

Fibre/colour pigment silos

Full height and tops – RAL 7031 Grey.

Offices, laboratory and messroom

Comprised of portacabins which are finished in RAL 6028 Green.

The development shall thereafter be carried out in accordance with the approved details, unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

Reason: To help ensure an appropriate appearance of the development in accordance with Policy WMP23a of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

13. Construction shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (Feb 2017) and the following mitigation measures detailed within the FRA:

i) Landscaping or ground works are kept to the limits shown on drawings numbered "CWY51-EW-00-003 P1, Existing Site drainage" and "CWY51-EW-00-004 P2 Proposed Surface Levels" in order to minimise impact on flood levels and flows.

The mitigation measures shall be fully implemented prior to first occupation and subsequently retained in accordance with the timing and phasing arrangements within the scheme or within any other period as agreed in writing by the Director of Communities, Economy and Transport.

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

14. Within 3 months of the date of this permission, details of the technical design of the drainage system shall be submitted to and approved in writing by the Director of Communities, Economy and Transport.

Reason: To ensure that surface water runoff is controlled to ensure the development does not increase the risk of flooding in accordance with Policy WMP28a of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

15. The development shall be implemented and operated in accordance with the Meridian Surface Water Drainage Strategy October 2024 Rev P01, unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

Reason: To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with Policy WMP28a of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

16. Prior to first use of the crusher and screener in the north of the site, a Noise Management Plan for the control and management of noise from the site operations and vehicle movements shall be submitted for the written approval of the Director of Communities, Economy and Transport. The development shall thereafter be carried out in accordance with the approved details, unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

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

17. The development shall be carried out in accordance with the Environmental Fleet Management Plan for the control and management of vehicles associated with site operations approved in East Sussex County Council's letter dated 17 March 2020, unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

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

18. Site lighting and CCTV shall be carried out in accordance with the approved details in East Sussex County Council's letter dated 22 December 2023, namely: Lighting Location Plan and Light specifications, unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

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

19. The rating noise levels from the site shall not exceed those predicted at locations shown in WBM Technical Note (Ref. 4611, dated 28 February 2018), Appendix A, Table titled 'Night-time (with additional mitigation measures for top of asphalt plant and stack)' at any time.

Reason: To safeguard the amenities of the occupiers of residential properties within the vicinity of the site in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Saved Policy ST3 of the Lewes Local Plan 2003.

20. Transfer of aggregate via North Quay Road between berth 5 and the application site shall not take place at any time other than between 0700 and 1900 hours Monday to Friday inclusive (excluding Bank and Public Holidays) and between 0700 and 1300 on Saturday unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

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

21. HGVs shall not use the site routes between the covered storage bays and the site boundaries at any time other than between 0700 and 1900 hours on Monday to Friday inclusive (excluding Bank and Public Holidays) and between 0730 and 1300 on Saturday unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

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

22. Wharf usage shall be carried out in line with the details approved in East Sussex County Council's letter dated 22nd December 2023, namely:

Information as set out in the letter dated 7 August 2023 from PDE Consulting Limited reference 16/012/GM/23/026.

Reason: In the interests of monitoring the use of wharves to inform Policy WMP15 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

## INFORMATIVES

1. The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this Act. Trees, hedgerows and scrub/planted shrubs are assumed to contain nesting birds between 01 March and 31 August inclusive (although nesting can occur outside of these dates), unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.
2. Consideration should be given to use of flood proofing measures to reduce the impact of flooding when it occurs. Flood proofing measures include barriers on ground floor doors, windows and access points and bringing in electrical services into the building at a high

level so that plugs are located above possible flood levels. The applicant's attention is drawn to 'Improving the Flood Performance of New Buildings', issued in May 2017 by the Department for Communities and Local Government (ISBN 9781859462874).

#### Schedule of Approved Plans and Documents

- 1a - Dust and Odour Analysis Report, 1b - Dust and Odour Emissions Management Plan, 2 - Surface Water Drainage Strategy, KD.NHVN.3.D.001 - Location Plan, KD.NHVN.3.D.003 - LPG Compound, Planning Application Supporting Statement 28 February 2025, Kd.nhvn.5.d.008 Elevations Storage Bay, Kd.nhvn.5.d.001a Revised Site Plan September 2025, Proposed Flood Defences Types and Locations

38. VARIATION OF CONDITION 2 (TO PERMIT A SECOND WEIGHBRIDGE), CONDITION 10 (TO EXTEND WORKING HOURS ON SATURDAYS, SUNDAYS AND BANK HOLIDAYS), CONDITION 15 TO PERMIT INCREASED VEHICLE MOVEMENTS) AND CONDITION 17 (TO PERMIT OUTSIDE STORAGE OF EQUIPMENT OF PLANNING PERMISSION WD/771/CM. THE WOODLAND CENTRE, VEOLIA ES SOUTH DOWNS LTD, WHITESMITH, CHIDDINGLY, EAST SUSSEX, BN8 6JB FOR VEOLIA ES (SOUTH DOWNS) LTD. - WD/901/CM

38.1 The Committee considered a report by the Head of Planning and Environment together with written representation from Councillor Bennett, the Local Member.

38.2 Committee Members have considered the report, together with the comments of the Local Member and agree with the conclusions and reasons for the recommendation set out in paragraph 8.1 of the report and the addendum to the report.

38.3 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.

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

3. The scheme for the provision of a telephone line for dealing with complaints from members of the public which was approved on 3 March 2008 shall continue to be operated in full accordance with the approved details.

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

4. Notice in writing of any complaint made by a member of the public about any matter associated with the development shall be given to the Head of Planning and Environment no later than the next working day after the complaint was received. The notice shall include a description of the complaint, the name and address of the person making the complaint and the action proposed as a result.

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

5. The scheme for controlling dust during operations of the plant which was approved on 23 July 2008 shall continue to be carried out in accordance with the approved details.

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

6. During the operation of the centralised composting facility the noise rating level from all operational activities shall not exceed:

A) 45 dB LAeq, 1h (free-field) at any residential boundary between the hours of 07.00 - 18.00 Mondays to Fridays inclusive (save Bank Holidays) and 08.00 - 16.00 Saturdays and all noise sources will be free from any discernible characteristics, such as tonal or impulsive noise.

B) 40 dB LAeq, 1h (free field) at any residential boundary between the hours of 18.00 - 23.00 Mondays to Fridays inclusive, and 07.00 - 08.00 and 16.00 - 23.00 hours Saturdays, and 07.00 - 23.00 hours Sundays and Bank Holidays, and all noise sources will be free from any discernible characteristics, such as tonal or impulsive noise.

C) 26 dB LAeq, 15 mins (free-field) at any residential boundary between the hours of 23.00 - 07.00 every day, and all noise sources will be free from any discernible characteristics, such as tonal or impulsive noise.

All noise rating levels to be determined in accordance with BS 4142:2014+A1:2019.

Reason: To safeguard the residential amenities of occupiers of properties in the vicinity of the site in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

7. No outdoor operational activities, except HGV and eHGV movements permitted by Condition 8, will be permitted outside of the hours of 08.00 - 18.00 Mondays to Fridays inclusive and 08.00 - 13.00 Saturdays, without the prior written consent of the Head of Planning and Environment, other than in the event of an emergency, written details of which shall be provided to the Head of Planning and Environment within three calendar days of the event.

Reason: To safeguard the residential amenities of occupiers of properties in the vicinity of the site in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

8. There shall be no HGV and eHGV movements associated with this development other than between the hours of 07.00 and 18.00 hours Mondays to Fridays inclusive (save Bank Holidays) and 08.00 to 16.00 hours on Saturdays, Sundays or Bank Holidays or during an emergency full details of the time, date and reason for the HGV or eHGV movement shall be given in writing no later than 24 hours after there has been an HGV or eHGV movement during an emergency to the Head of Planning and Environment.

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

9. Waste imported to the composting facility shall be restricted to source segregated green and food wastes collected by the Waste Collection Authorities in the administrative areas of East Sussex County Council and Brighton & Hove City Council, and any other suitable waste arising in these areas, up to a maximum annual (1 April - 31 March) tonnage of 60,000 tonnes of material including up to a maximum of 15,000 tonnes of source segregated food waste, and to other appropriate municipal and commercial waste from outside these areas in the event that the facility has capacity in excess of that required to meet the needs of locallysourced waste. No material shall be imported to the site unless and until all odour control facilities including negative air-pressure systems and biofilters are provided. Thereafter, the odour control arrangements shall be maintained in full working order in accordance with the Odour Management Plan.

Reason: To conform to Policy WMP3b of East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013, and in the interests of the amenity of the locality, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

10. No compostable material shall be stored outside the building unless the material is oversized or the direct product of wood chipping where all such material shall only be stored either within the oversized storage bay or wood chipping area shown on drawing A4621-301 Rev Q approved under planning permission WD/457/CM, except where otherwise agreed in advance in writing by the Head of Planning and Environment.

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.

11. The scheme for the illumination of the external faces of the site buildings, structures or other external areas which was approved on 19 January 2009 shall continue to be implemented in accordance with the approved details.

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

12. 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 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 content of all containers and associated pipework. The floor and walls of the bunded areas shall be impervious to both oil and water. The pipes shall vent downwards into the bund.

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

13. Unless with the prior written approval of the Head of Planning and Environment, there shall be no more than an average, when measured over 1 year (1 April - 31 March), of 94 HGV (i.e. lorries in excess of 7.5 tonnes un-laden weight) movements per day (i.e. 47 in and 47 out) entering or leaving the site and, in any event, on any one day there shall be no more than 142 HGV movements entering or leaving the site.

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

14. Notwithstanding the provisions of the Town and Country Planning (Use classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) no

other uses of the building shall take place, other than as expressly authorised by this permission.

Reason: To enable the Head of Planning to control the future use of the site in the interests of the amenity of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

15. Other than four Roll-On Roll-Off (RORO) containers and two shipping containers hereby permitted which shall only be used in connection with the composting site, no other storage containers, skip sorted or unsorted waste material or residue of recycled materials or any other items shall be stored outside the building, except with the prior written consent of the Head of Planning and Environment.

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

16. There shall be no processing machinery operating outside the building or any treatment, sorting, loading or unloading of waste or recyclable materials other than within the building, unless otherwise agreed in writing by the Head of Planning and Environment.

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

17. There shall be no servicing or maintenance of Heavy Goods Vehicles on the site except for emergency repairs for the reasons of road safety.

Reason: To enable the Head of Planning and Environment to control the future use of the site in the interests of the amenity of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

18. No retail sales to the public shall take place on the site.

Reason: To enable the Head of Planning and Environment to control the future use of the site in the interests of the amenity of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

19. The Travel Plan which was approved on 28 September 2009 shall continue to remain in force and be developed in accordance with the approved details.

Reason: To increase awareness and use of alternative modes of transport for travel to and from the site.

20. The scheme for surface water drainage which was approved on 30 June 2008 shall be maintained in accordance with the approved details.

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

21. There shall be no new buildings, structures (including ponds, gates, walls and fences), car parks, tree planting or construction of raised ground levels within 3 metres of the adjacent watercourses, inside or along the boundary of the site, unless agreed otherwise in writing by the Head of Planning and Environment.



Reason: To protect the watercourse corridor, in accordance with Policies WMP28a and WMP28b of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

22. The handling/storage areas where waste is received, handled, treated or stored must have an impervious base and be designed to ensure the containment of potentially polluting process liquors and all contaminated surface water.

Reason: To prevent the contamination of water sources in accordance with Policies WMP28a and WMP28b of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

## INFORMATIVES

1. The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition ("the biodiversity gain condition") that development may not begin unless: (a) a Biodiversity Gain Plan has been submitted to the planning authority, and (b) the planning authority has approved the plan. The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be East Sussex County Council. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed in paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 and the Biodiversity Gain Requirements (Exemptions) Regulations 2024.  
Based on the information available this permission does not require the approval of a biodiversity gain plan before development is begun because one of the statutory exemptions or transitional arrangements listed is relevant.
2. Introduction of fish into any pond requires the consent of the Environment Agency.
3. Under the terms of the Water Resources Act 1991 written approval of the Environment Agency is required for any discharge of sewage or trade effluent into controlled waters and may be required for any discharge of sewage or trade effluent from buildings or fixed plant into or onto the ground or into waters which are not controlled waters. Such approval may be withheld. (Controlled waters include rivers, streams, underground waters, reservoirs, estuaries and coastal waters). The applicant is advised to contact the Regulatory Water Quality Team to discuss this matter further.
4. The applicant remains bound by the provisions of the S.106 Deed of Agreement dated 14th September 2007 and the subsequent Deed of Variation made on 18th December 2013.

## Schedule of Approved Plans and Documents

Ves Td Wood 200 002 Rev Woodland Composting New Weighbridge Site Location Plan 002,  
Ves Td Wood 200 000 Rev Woodland Composting New Weighbridge Proposed Site Layout  
000, Woodlands 2025 Vocs Supporting Statement, Woodlands IVC Further Information  
Document October 2025

## 39. DEVELOPMENT MANAGEMENT UPDATE

39.1 The Committee considered a report by the Director of Communities, Economy and Transport which detailed the enforcement and site monitoring undertaken under delegated powers for the period between 1 April 2025 and 30 September 2025.

39.2 The Committee RESOLVED to note the report.

40. SOUTH STREET BUS STOP RELOCATION, EASTBOURNE TRAFFIC REGULATION ORDER

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

40.2 Committee Members have considered the report and agree with the conclusions and reasons for the recommendations as set out in the report.

40.3 The Committee unanimously RESOLVED to:

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

(The meeting ended at 11.29 am)

CHAIRMAN

<b>Committee:</b>	<b>Regulatory Planning Committee</b>
<b>Date:</b>	<b>10 December 2025</b>
<b>Report by:</b>	<b>Director of Communities, Economy and Transport</b>
<b>Title of Report</b>	<b>A259 Upperton Road/Station Parade, Eastbourne – Traffic Regulation Order</b>
<b>Purpose of Report</b>	<b>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.</b>
<b>Contact Officer:</b>	<b>Bryony Halls – Tel 01273 481874</b>
<b>Local Member:</b>	<b>Councillors Stephen Holt, Pat Rodohan and Brett Wright</b>

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## **RECOMMENDATIONS:**

**The Planning Committee is recommended to:**

- 1) Not uphold the objections to the draft Order as set out in Appendix 3 to this report;**
- 2) Uphold in part the objections to the draft Order as set out in Appendix 4 to this report; and**
- 3) Recommend to the Director of Communities, Economy and Transport that the Traffic Regulation Order be made in part.**

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

### **1. Introduction**

- 1.1 The background for the proposals are set out in the report that was presented to the Planning Committee in October 2025 which can be found at Appendix 1. The above appended Report and appendices remain unaltered from those that were previously presented to the committee.

#### Policy Context

- 1.2 As set out within the Eastbourne Local Plan 2013, Policy D8 Sustainable Travel - Eastbourne Core Strategy Local Plan 2006-2027 (Adopted Feb 2013) - states: '*Sustainable travel will be promoted through a variety of measures*

*aimed at reducing the need to travel and reducing the reliance on the private car.’ ‘The standard and quality of public transport will be significantly enhanced by developing and strengthening opportunities for bus and rail integration at Eastbourne and Hampden Park railway stations. Bus priority measures will be promoted along the A2270, A2021; and A259, which will be formally designated as Quality Bus Corridors.’*

- 1.3 In addition, the Eastbourne Town Centre Action Plan (now known as Eastbourne Town Centre Local Plan), November 2013, identifies that: *‘4.108 In addition the Council will bring forward the Quality Bus Corridor into the Town Centre in accordance with Policy D8 of the Eastbourne Core Strategy Local Plan through the introduction of bus priority measures to improve timetable reliability and reduce bus waiting times, also known as dwell time, in Terminus Road’*
- 1.4 The scheme is also integral to fulfilling the objectives of the East Sussex Local Transport Plan 4 (LTP4 - adopted October 2024) and the East Sussex Bus Service Improvement Plan which is a supporting document to the LTP4. The BSIP 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.

#### Previous Report to Planning Committee on TRO objections, October 2025

- 1.5 Appendix 2 of this report sets out the proposed bus priority measures along Upperton Road and Station Parade in Eastbourne as advertised in the Traffic Regulation Order.
- 1.6 On 15 October 2025, a report was considered by the Planning Committee which recommended the objections set out in Appendix 3 to be not upheld and objections set out in Appendix 4 to be upheld and to recommend the Director of Communities, Economy and Transport that the TRO is made in part. Following consideration of the report and objections, the Planning Committee resolved to defer consideration of the objections to allow for further discussion regarding the provision and consideration of modelling by a third party, the Enterprise Shopping Centre, which could then be considered at the Planning Committee meeting on 10 December 2025. The Planning Committee report can be found at Appendix 1, additional information slides and minutes can be found at Appendix 5.
- 1.7 Following the formal TRO and prior to presenting the report to the Planning Committee with recommendations on the 15 October 2025, 8 objections and concerns 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.

#### Engagement and Submission of Proposals by the Enterprise Shopping Centre

- 1.8 Following receipt of the Enterprise Shopping Centre’s objection to the Eastbourne Station TRO, 3 meetings were held between East Sussex County Council (ESCC) officers, technical design consultants WSP, and the Enterprise

Shopping Centre in late July 2025 (online), mid-September (online) and early October 2025 (in person). Various requests for traffic and modelling data as well as scheme information has been provided to the Enterprise Shopping Centre from July through to October 2025.

- 1.9 The Enterprise Shopping Centre's objection was reviewed, leading to design changes that were recommended to the planning committee on 15 October 2025, including allowing right turns into the car park from Station Parade/Upperton Road.
- 1.10 After the Committee resolved to defer consideration of the objections, officers informed the Enterprise Shopping Centre on 21 October 2025 of a timetable requiring all proposals to be submitted by 7 November 2025, ensuring thorough review before the December Committee meeting. Officers extended the deadline to 9 November 2025, but both deadlines were missed. On 19 November 2025, the Enterprise Shopping Centre submitted revised proposals with a notice from the stakeholders' solicitors. Despite this late submission, officers have been able to undertake a thorough review of their proposals and present findings to this Committee meeting.

## **2. Comments and Appraisal**

- 2.1 An assessment has been undertaken of the Enterprise Shopping Centre proposals (GTA) relative to the current Eastbourne Station bus priority proposals. Appendix 6 provides a breakdown of the findings.

### Assessment summary

- 2.2 The assessment demonstrates that:

- Whilst both the Enterprise Shopping Centre and ESCC options include signal timing improvements at both the Terminus Road/Gildredge Road and Upperton Road/The Avenue junctions, and on some vehicle movements, the Enterprise Shopping Centre proposal (GTA) performs marginally better, overall the best performing scheme for buses and general traffic is a revised ESCC scheme (TR02). This would modify the existing proposed eastbound bus lane scheme to provide a staggered rather than straight across pedestrian crossing on Station Parade. This option ensures the material impact on general traffic is minimised whilst also improving journey time and reliability for bus movements on the corridor. This modified scheme can be delivered without further amendments to the advertised TRO restrictions.
- The Enterprise Shopping Centre proposal (GTA) for the two space bus stop near Eastbourne Station does not meet best practice or accessibility standards as buses would not be able to align with the kerb to access the second of the two stops by the Station, creating significant accessibility and safety risks for passengers, especially those using mobility devices. There would also be increased complexity to bus manoeuvres, leading to longer dwell times as vehicles find it more difficult to re-enter into traffic.
- In comparison, the ESCC proposal to introduce a bus lane into a one space bus stop at the Station would realign the bus stop to ensure buses can consistently and safely align with the kerb, improving accessibility and reducing risks for all users. This will provide clearer, more enforceable road space for

buses, smoother traffic flow, and better integration with the surrounding road network.

- The Enterprise Shopping Centre proposals (GTA) do not fulfil the objectives of the East Sussex Local Transport Plan 4 and the East Sussex Bus Service Improvement Plan, as well as the BSIP funding from Government, of expanding 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. The ESCC proposals (TR01&TR02) support the policies set out in the Eastbourne Local Plan and Town Centre Action Plan policies related to delivering bus priority measures along the A259 Quality Bus Corridor, as well as support wider bus priority in the town centre.

- 2.3 Therefore, it is recommended to progress the ESCC proposed scheme (TR02) but retain the existing staggered crossing on Station Parade in lieu of providing a straight across crossing and enable the right turn movement into the Enterprise Centre from Station Parade. The retention of the staggered crossing will not affect the previously advertised TRO restrictions.

### **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 (BSIP). The proposed measures will not only support the aims and delivery of the BSIP, but also wider policy and strategy areas including the East Sussex Local Transport Plan 4, Eastbourne Local Plan 2013 and Eastbourne Town Centre Action plan.
- 3.2 After additional discussions with the Enterprise Centre following the October 2025 Planning Committee, further evaluation was carried out on both their proposals and the ESCC proposals advertised during the TRO. Based on this review, the preferred option remains providing a bus lane on Station Parade with a modified crossing (TR02).
- 3.3 Therefore, for reasons as set out in this report, officers recommend that the Planning Committee does not uphold the objections to the draft Order as set out in Appendix 3 to this report; upholds in part the objections to the draft Order as set out in Appendix 4 to this report; and recommends to the Director of Communities, Economy and Transport that the Traffic Regulation Order be made in part.

**RUPERT CLUBB**

Director of Communities, Economy and Transport

### **BACKGROUND DOCUMENTS**

None

<b>Committee:</b>	<b>Regulatory Planning Committee</b>
<b>Date:</b>	<b>15 October 2025</b>
<b>Report by:</b>	<b>Director of Communities, Economy and Transport</b>
<b>Title of Report</b>	<b>A259 Upperton Road/Station Parade, Eastbourne – Traffic Regulation Order</b>
<b>Purpose of Report</b>	<b>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.</b>
<b>Contact Officer:</b>	<b>Humphrey Basset – tel. 01273 482416</b>
<b>Local Member:</b>	<b>Councillors Stephen Holt, Pat Rodohan and Brett Wright</b>

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## **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](mailto: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](mailto: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 3

### 10 December 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 4 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 early 2026.

**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 4

### 10 December 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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## PLANNING COMMITTEE

MINUTES of a meeting of the Planning Committee held at Council Chamber, County Hall, Lewes on 15 October 2025.

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PRESENT Councillors Tom Liddiard (Chair), Philip Lunn (Deputy Chair), Abul Azad, Godfrey Daniel, Kathryn Field, Pat Rodohan and Colin Belsey

LEAD MEMBERS Councillor Claire Dowling

ALSO PRESENT Councillors Murphy, Stephen Shing and Tutt

### 23. MINUTES OF THE MEETING HELD ON 17 SEPTEMBER 2025

23.1 The Committee approved as a correct record the minutes of the meeting held on 17 September 2025.

### 24. APOLOGIES FOR ABSENCE

24.1 Apologies for absence were received from Councillor Kirby-Green.

24.2 It was noted that Councillor Belsey was in attendance as a substitute for Councillor Kirby-Green.

24.3 Councillor Field gave apologies from 12:15 pm and was not present during items 7 and 8 (minutes 30 and 31).

### 25. DISCLOSURES OF INTERESTS

25.1 Councillor Belsey declared a personal interest as a Member of Eastbourne Borough Councillor. He did not consider this to be prejudicial.

25.2 Councillor Rodohan declared a personal interest as a Member of Eastbourne Borough Councillor. He did not consider this to be prejudicial.

### 26. URGENT ITEMS

26.1 There were none.

### 27. REPORTS

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

### 28. A259 SEASIDE AND ST ANTHONY'S AVENUE TRAFFIC REGULATION ORDER

28.1 The Committee considered a report by the Director of Communities, Economy and Transport together with written representation from Councillor di Cara, a Local Member.

28.2 Ms Jodie Atherton spoke against the proposal and officer's recommendations.

28.3 Mr Derrick Coffee spoke for the proposal and officer's recommendations.

28.4 Councillor Tutt, a Local Member spoke against the proposal and officer's recommendations.

28.5 Committee Members have considered the report and comments of the public speakers and Local Members and agree with the conclusions and reasons for the recommendations as set out in the report.

28.6 The Committee unanimously RESOLVED to:

1) not uphold the objections to the draft Order as set out in Appendix 2 to the report; and

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

## 29. A259 UPPERTON ROAD / STATION PARADE, EASTBOURNE TRAFFIC REGULATION ORDER

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

29.2 Mr Luke Johnson and Ms Denise Harwood spoke against the proposal and officer's recommendations.

29.3 Councillor Tutt, representing the Eastbourne – Devonshire division as a Local Member, spoke against the proposal and officer's recommendations.

29.4 Councillor Rodohan, a Local Member, spoke in favour of the motion to defer consideration of the proposal.

29.5 Committee Members have considered the report and comments of the public speakers and Local Members and a motion to defer consideration of the proposal to allow for discussion regarding the provision and consideration of modelling by a third party ready for consideration by the December Committee was proposed, seconded, voted on and carried unanimously.

29.6 The Committee RESOLVED to defer consideration of the objections to the Traffic Regulation Order to allow the provision and consideration of modelling by a third party, which can then be considered at the Planning Committee meeting in December 2025.

## 30. A259 EASTBOURNE ROAD AND PEVENSEY BAY ROAD (40MPH SPEED LIMIT) TRAFFIC REGULATION ORDER

30.1 The Committee considered a report by the Director of Communities, Economy and Transport together with written representation from Councillor di Cara, a Local Member who wrote in support of the proposal and officer's recommendations.

30.2 Councillor Tutt, a Local Member spoke in favour of the proposal and officer's recommendations.

30.3 Councillor Liddiard, a Local Member spoke in favour of the proposal and officer's recommendations.



30.4 Committee Members have considered the report and comments of the Local Members and agree with the conclusions and reasons for the recommendations as set out in the report.

30.5 The Committee unanimously RESOLVED 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.

31. COOKSBRIDGE ROAD, HAMSEY LANE AND CHATFIELD CLOSE, COOKSBRIDGE TRAFFIC REGULATION ORDER

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

31.2 Committee Members have considered the report and agree with the conclusions and reasons for the recommendations as set out in the report.

31.3 The Committee unanimously RESOLVED to:

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

(The meeting ended at 12.28 pm)

CHAIRMAN

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# Eastbourne Station Traffic Regulation Order

East Sussex Bus Service Improvement Plan (BSIP)  
Bus Priority Infrastructure

October 2025

# BSIP Bus Priority Measures

The A259 Upperton Road/Station Parade scheme in Eastbourne is part of a [package of bus priority measures](#) that the County Council consulted upon in [summer 2023](#) at feasibility stage. 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 in January 2024](#).

The scheme will be funded through [Bus Service Improvement Plan](#) funding that East Sussex County Council has received from Government to deliver bus priority infrastructure in the county.

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. It is integral to delivering the [East Sussex Local Transport Plan 4](#), so that residents can 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.

In doing so, the bus priority measures will help to support 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.



# Traffic Regulation Order

As part of the A259 Upperton Road/Station Parade bus priority scheme, it is proposed to:

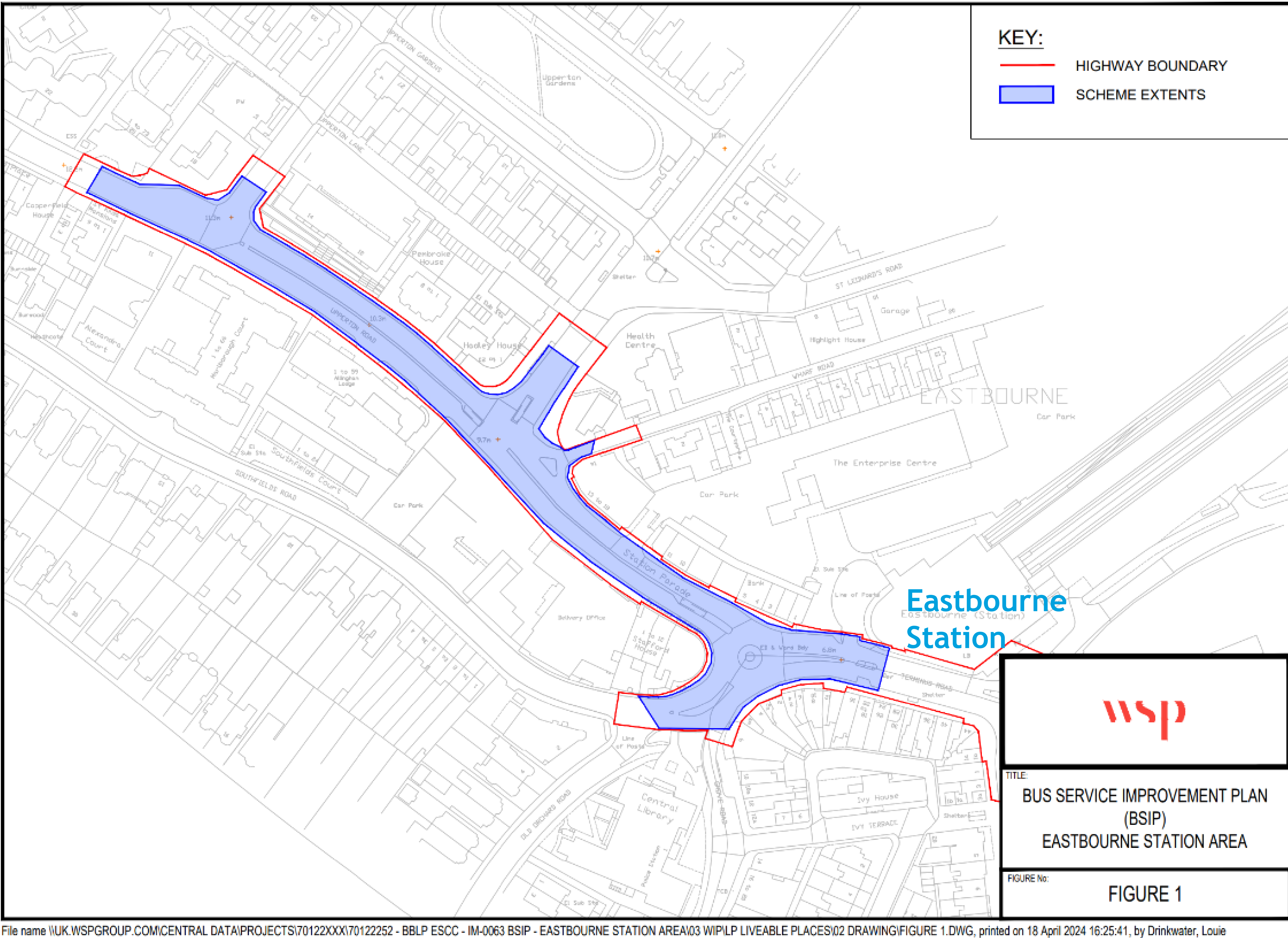
- Introduce a new dedicated bus lane eastbound between Wharf Road and the railway station.
- Amend the bus layby on A259 Upperton Road opposite Cuckmere House, allowing buses to pull in and out more easily.
- Amend the nearside lane on A259 Upperton Road heading eastbound, allowing only buses and left-turning vehicles.
- Retain the existing Station Roundabout, with minor changes made to the kerbline from Southfields Road to reduce speeds.
- Remove loading and unloading from A259 Station Parade and parts of A259 Upperton Road.
- Upgrade the existing staggered pedestrian crossing on Station Parade to allow pedestrian crossing in one movement.
- Introduce No Right Turn into A259 Upperton Road from Hartfield Road and The Enterprise Shopping Centre car park.
- Introduce No Right Turn into The Enterprise Shopping Centre car park from A259 Upperton Road.

# Location

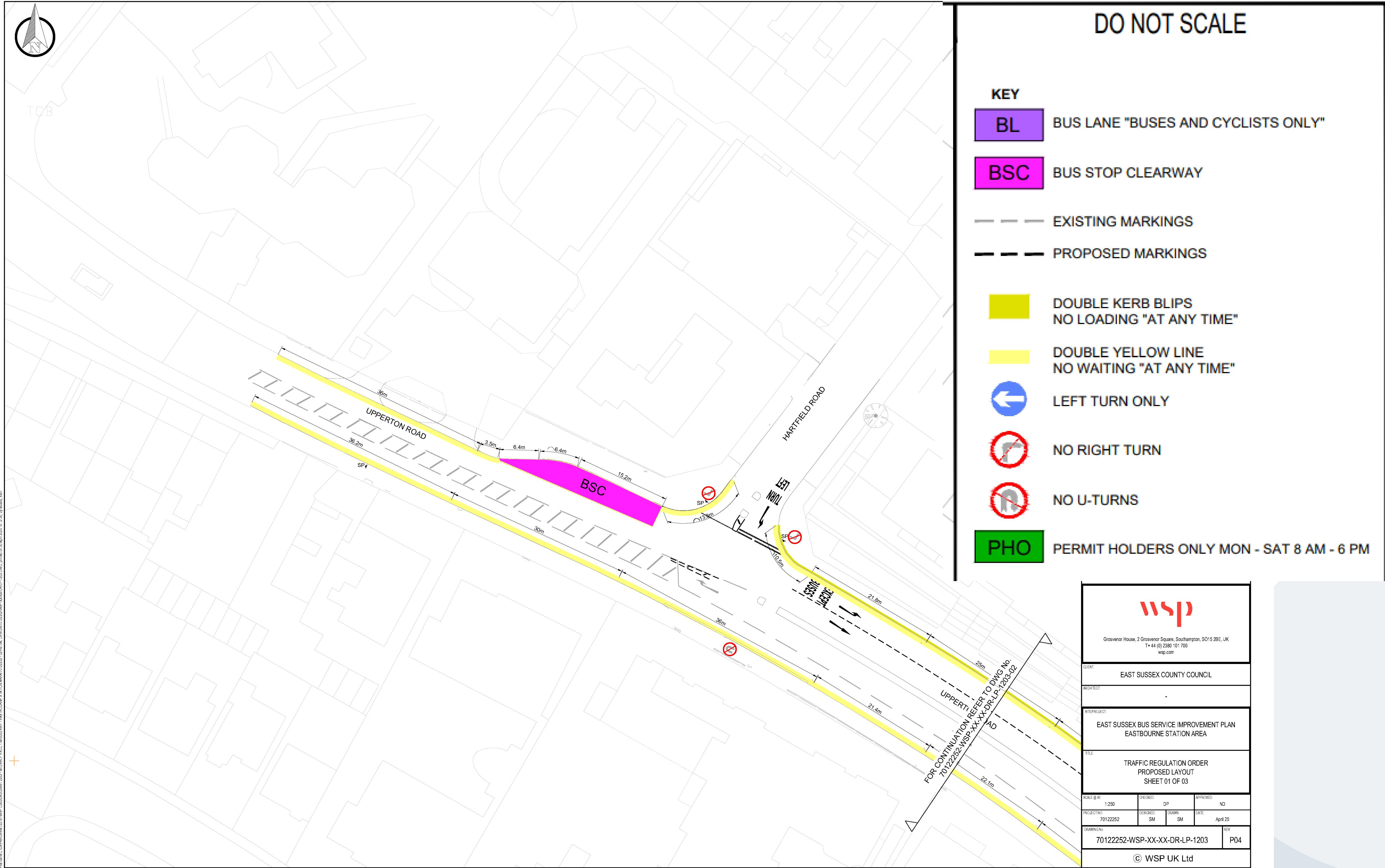




# Scheme Extent

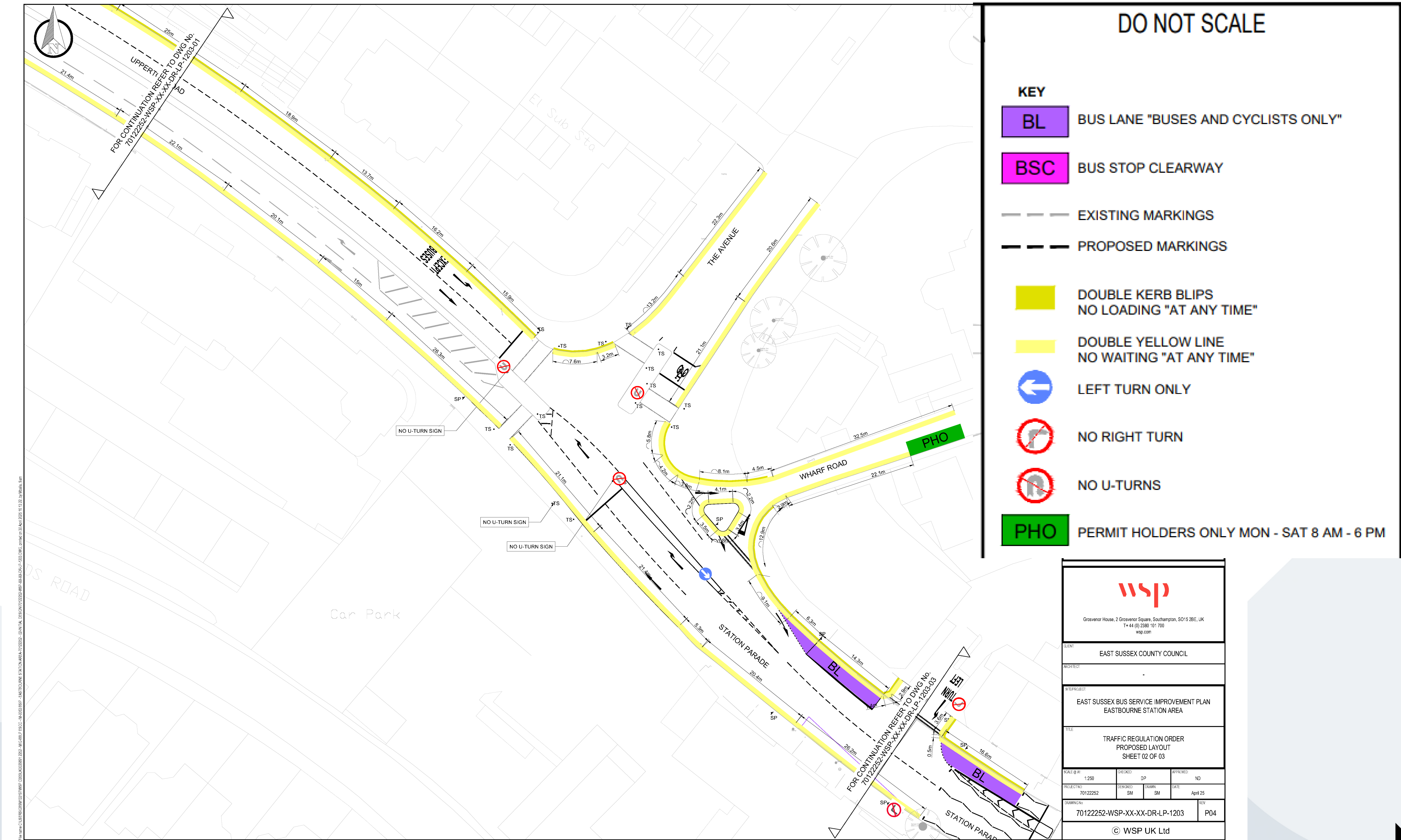


# Proposal Design 1/3 - A259 Upperton Road



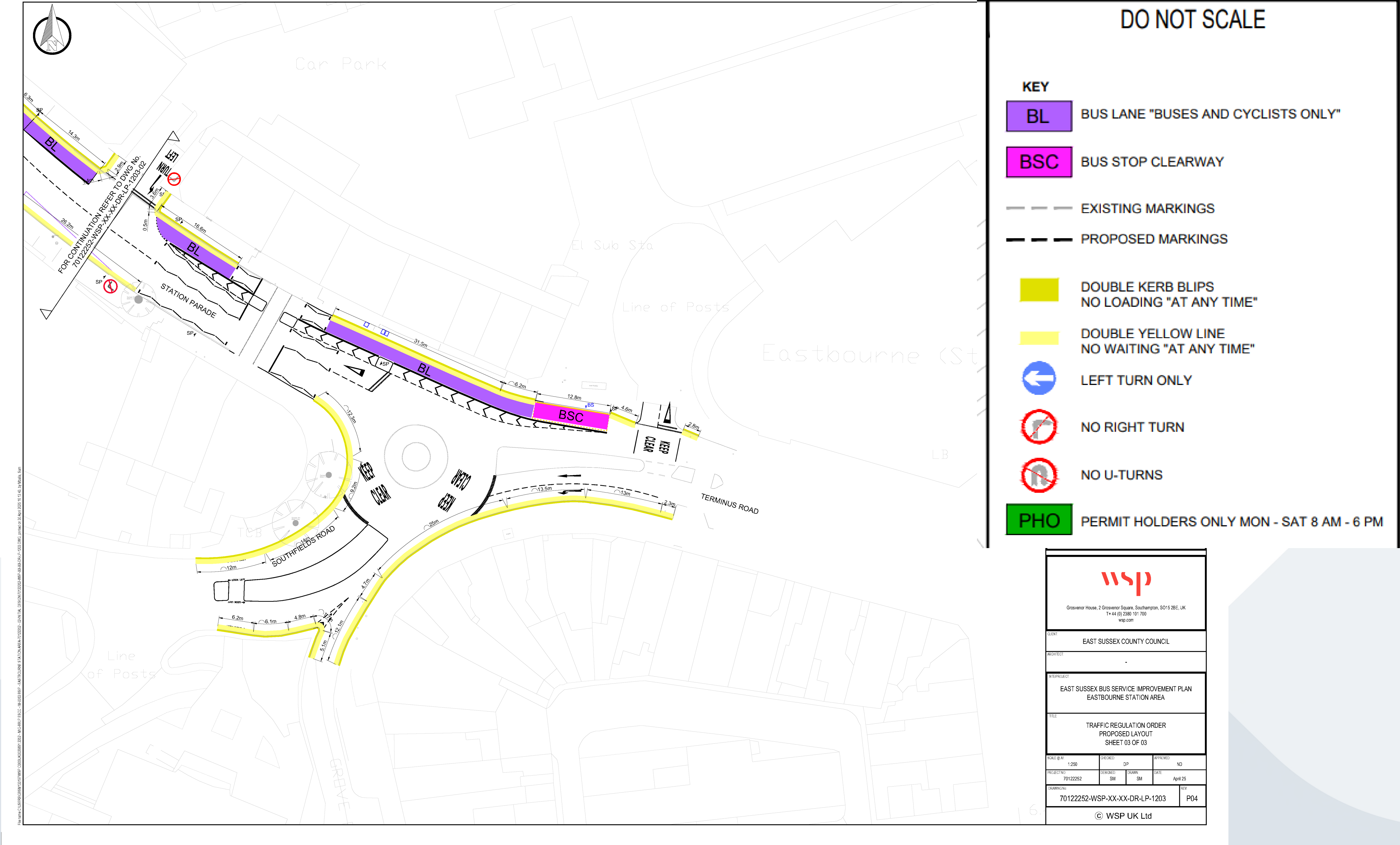


# Proposal Design 2/3 - A259 Upperton Road to Station Parade





# Proposal Design 3/3 - Station Parade to Station Roundabout





# Site Photos

Page 47



Station Roundabout



Pedestrian Crossing on Station Parade



# Site Photos



Exit from Enterprise Shopping Centre car park left onto Station Parade



Site of proposed right turn from Station Parade into Enterprise Shopping Centre car park



# Site Photos



The Avenue Junction



The Avenue Junction



# Site Photos



Bus Stop by Hartfield Road





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## Appendix 6

10 December 2025 Comments and Appraisal - Eastbourne Station BSIP

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

<b>Enterprise Shopping Centre Proposal (GTA)</b>	<b>ESCC Original Scheme Proposal (TR01)</b>
<ul style="list-style-type: none"> <li>• signal timing improvements at the Upperton Road/The Avenue and Gildredge Road/Susans Road/Terminus Road traffic signal-controlled junctions;</li> <li>• retaining the status quo with two lanes on Station Parade for general traffic and staggered crossing</li> <li>• an extension of the existing Eastbourne Station bus stop to accommodate two buses.</li> <li>• Enable vehicles to u-turn at the southern arm of the Upperton Road/The Avenue junction</li> </ul>	<ul style="list-style-type: none"> <li>• signal timing improvements at the Upperton Road/The Avenue and Gildredge Road/Susans Road/Terminus Road traffic signal-controlled junctions;</li> <li>• introduction of an eastbound bus lane on Station Parade from south of Wharf Road to Station roundabout incorporating the Eastbourne Station bus stop</li> <li>• straight across crossing on Station Parade</li> <li>• enforcing the existing u-turn restriction on the Upperton Road southern arm of at the Upperton Road/The Avenue junction</li> </ul>

### Terminus Road / Gildredge Road traffic signal controlled junction

The Terminus Road/Gildredge Road/Susans Road signalised junction was amended as part of the Eastbourne Town Centre Phase 1 improvements. In developing the Eastbourne Station bus priority scheme, it was identified that further refinements to the signals could provide greater priority and benefits for buses utilising the junction through into Terminus Road and the bus stops in Cornfield Road, as well as from the bus lane in Gildredge Road.

Amendments to the traffic signal priority at the Terminus Road/Gildredge Road have already been implemented as part of the wider package of Bus Service Improvement Plan (BSIP) improvements to traffic signal-controlled junctions across the county.

### Upperton Road/The Avenue traffic signal-controlled junction improvements.

In addition, further journey time benefits for general traffic and buses had been identified to the Upperton Road/The Avenue traffic signal-controlled junction as part of the bus priority scheme proposals. These would be achieved through modifications to enhance the efficiency of the signal-controlled junction realised by:

- amending the signal phasing to allow the left turn out of The Avenue to operate in parallel to the right turn into the Avenue. To maximise these benefits, the existing U-turn ban on the Upperton Road/Station Parade (south) arm of the signalised junction needs to be enforced which was included in the TRO proposals.
- using dynamic signal timings to optimise and adjust 'green' periods based on prevailing traffic conditions at each approach in real time, reducing the length of 'green' periods when traffic is absent or minimal.

The Enterprise Centre proposals also reference the benefits that The Avenue signal proposals would bring, however propose vehicles U-turn on the southern arm of the Upperton Road/The Avenue junction, which is currently a prohibited but non-enforced manoeuvre.

#### Proposed bus lane and bus stop improvements- Traffic Regulation Order (TRO)

In response to the bus lane proposal along Station Parade, the Enterprise Shopping Centre have suggested an alternative proposal (GTA) which does not include the bus lane, but retains two lanes for general traffic on the approach to Station roundabout and provides an extended bus stop facility to accommodate two buses by the Station.

The Enterprise Shopping Centre proposals (GTA) have been assessed in relation to Government best practice and bus stop design guidance. This has highlighted various issues if they were to be implemented:

- The proposal does not meet best practice guidance or accessibility standards for bus stop design (transport for London).
- Buses would not be able to align with the kerb to access the second of the two stops by the Station, creating significant accessibility and safety risks for passengers, especially those using mobility devices;
- The proposed bus bay arrangement increases the complexity of bus manoeuvres, leading to longer dwell times as vehicles find it more difficult re-entering into traffic;
- The proposal does not adequately address the risk of taxis and delivery vehicles using the nearside traffic lane, throughout the day, causing delay to bus movements; and
- The lane configuration may confuse drivers and increase the risk of collisions or blockages at the stop.

In comparison, the current ESCC proposals (TR01) to introduce the bus lane into the Station bus stop that facilitate one stopping bus:

- realigns the bus stop to ensure buses can consistently and safely align with the kerb, improving accessibility and reducing risks for all users; and
- provides clearer, more enforceable road space for buses, smoother traffic flow, and better integration with the surrounding road network.

Therefore, the Enterprise Centre proposal (GTA) for the two-space bus stop by the Station would pose operational and safety challenges compared to current proposals which offer a safer, more accessible and operationally efficient solution for the Eastbourne Station bus stop.

### Modelling assessment

The modelling assessment from the Enterprise Shopping Centre for their proposals (GTA), and specifically the operation of the Station roundabout, had been assessed by their consultants using Arcady modelling software. Arcady is an analytical, mathematical based modelling approach that is normally used for standalone or small groups of junctions. It is not able to model the interaction between junctions or the complexity of traffic movements on the road network.

In comparison, the Vissim micro-simulation modelling approach that the County Council has used to assess the current bus priority proposals is based on the individual vehicle movements utilising the traffic data collected in August and September 2024. Vissim is appropriate for modelling complex and dynamic interactions between vehicles on the road network and different junction types, and especially where roadspace is being re-designed to accommodate different modes. Therefore, Vissim is an appropriate tool for modelling the introduction of bus priority measures in Eastbourne town centre.

In order to provide a direct compare and contrast of the cumulative journey time benefits, the Enterprise Shopping Centre proposals (GTA) have been replicated in the existing Vissim micro-simulation model to provide a like-for-like comparison with the current ESCC proposals.

In addition, two further options have been assessed and for comparison:

- (TR02) an alternate to the current East Sussex proposal with the retention of the staggered crossing in lieu of the straight across crossing on Station Parade; and
- (DN) do nothing except improve the traffic signals at Terminus Road/Gildredge Road junction.

The assessment of the various options has also applied nationally defined traffic growth factors for 2024 to 2034 for cars (5.5%), light goods vehicles (LGVs – 8%) and heavy goods vehicles (HGVs – 2%).

The outputs from the like for like modelling assessment, in relation to both bus journey times and general traffic journey times (not including buses), identifies that:

- Bus journey times
  - With the provision of the staggered crossing instead of the existing proposed straight across crossing on Station Parade, it provides the most positive outcome for bus journey times in both the am and pm peaks. The new signal phasing assists buses turning out of The Avenue, alongside the length of bus lane, and ensures improved eastbound bus journey times.
  - In comparison, the Enterprise Shopping Centre proposal (GTA) performs marginally worst to the above option on most modelled routes through the network.
- General journey times (not including buses)
  - The retention of the staggered crossing (TR02) performs best for all vehicles. Whilst eastbound movements, and the movement from the Station to Southfields Road performs better with the Enterprise Shopping Centre proposal (GTA), other journey times are similar or improved despite the removal of eastbound lane for general traffic to provide the proposed bus lane.

Therefore, the overall like-for-like scheme modelling appraisal indicates that the best performing scheme for buses and general traffic is the retention of the staggered crossing (TR02), which would modify the existing proposed eastbound bus lane scheme to provide a staggered rather than straight across crossing on Station Parade. This option ensures the material impact on general traffic is minimised whilst also improving journey time and reliability for bus movements on the corridor. The retention of the staggered crossing in lieu of the straight across crossing would not affect the advertised TRO restrictions.

### Road Safety Audit (Stage 1)

The Enterprise Centre and their consultants have also raised concerns about the extent of comments in the Stage 1 Road Safety Audit undertaken on the Eastbourne Station bus priority scheme. Road Safety Audits are an essential part of a design review process. These audits are conducted independently of the design team by qualified road safety auditors, to proactively identify and mitigate potential safety issues in relation to all users.

A Stage 1 Road Safety Audit (RSA) was carried out for the A259 Upperton Road/Station Parade Bus Priority Scheme in January 2025. The presence of multiple 'problems' in a Road Safety Audit does not imply that the scheme is unsafe; rather, it demonstrates thorough evaluation and a commitment to enhancing both the new

proposals and existing road layout. Each of the issues identified by the audit team in the RSA is subject to review with a response provided by the designer, in discussion with the County Council as the overseeing organisation, prior to agreeing resolution of how the issue will be addressed within the design.

Of the 30 issues highlighted in the RSA1, 19 have already been addressed through agreed actions, many of which have led to improvements in the scheme's design. The remaining 11 have either been discounted as no longer relevant since the scheme was de-scoped to remove the northbound bus lane from Station roundabout up and beyond the Upperton Road/The Avenue junction, or the designers have provided a clear explanation in response to the independent safety audit team's comments, meaning these remaining points are not considered 'open' issues.

A Stage 2 RSA would take place as part of the next design stage to ensure continued scrutiny and refinement of the design. This ensures that the RSA process is effectively contributing to a safer, more robust transport scheme as the design evolves towards construction.

#### Right turn into the Enterprise Centre and access

The scheme originally proposed to not enable the right turn into the Enterprise Centre from Station Parade. When the Stage 1 RSA was initially undertaken, the scheme originally included a westbound bus lane (from Station roundabout towards and beyond The Avenue junction) which meant drivers would be concentrating on moving into the right-hand lane at this point as the bus lane commenced opposite the Enterprise Centre entrance. The audit team raised concerns about vehicles being potentially rear-ended whilst waiting to turn right into the Enterprise Centre and consequently recommended that this manoeuvre should be prohibited.

However, the removal of the westbound bus lane reduces the level of risk of this occurring as the road width here is approx. 6.3m wide giving sufficient width for a stationary vehicle to be passed. As a consequence, in response to the objection received from the Enterprise Shopping Centre and following further assessment of the likely number of vehicles making this movement being minimal, it was recommended at the October 2025 Planning Committee to uphold, in part, the objection and enable the right turn into the Enterprise Centre from Station Parade to be made. It is still proposed to recommend, in part, upholding the previously raised objection and enabling this right turn manoeuvre into the Enterprise Centre car park.

#### Traffic Signal junction improvements – outside of scope of Traffic Regulation Order

Both the ESCC (TR01 & TR02) and The Enterprise Centre (GTA) options identify there would be benefits generated by changes to the traffic signal-controlled Terminus Road/Gildredge Road and Upperton Road/The Avenue junctions. The Enterprise

Shopping Centre proposals (GTA) have indicated that these alone would provide the adequate benefits for buses and therefore negating the need for the bus lane.

<b>Committee:</b>	<b>Regulatory Planning Committee</b>
<b>Date:</b>	<b>10 December 2025</b>
<b>Report by:</b>	<b>Director of Communities, Economy and Transport</b>
<b>Title of Report</b>	<b>Horebeech Lane, Laundry Lane and Marle Green, Horam - Traffic Regulation Order</b>
<b>Purpose of Report</b>	<b>To consider the objections received in response to the formal consultation on the draft Traffic Regulation Order associated with the development of Rose Mead Farm (Rosemead Place), Horam.</b>
<b>Contact Officer:</b>	<b>Mark Weston 01273 482242</b>
<b>Local Member:</b>	<b>Councillor Bowdler</b>

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## **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 123 dwellings at Rose Mead Farm (Rosemead Place), Horam, TN21 9DZ was granted by Wealden District Council in December 2016 (Planning application reference WD/2016/2071).

1.2 The planning permission secured an agreement to provide a new site access in the form of a mini roundabout, a priority working feature at the nearby bridge, footway improvements and street lighting. A proposed reduction of the speed limits in the area was also secured and funded by the housing developer.

1.3 The speed limit proposal is for an extension of the 30mph speed limit in Horebeech Lane eastwards to the junction with Laundry Lane. In addition, 40mph 'buffer' speed limits (i.e. to aid the transition from 60mph to 30mph) in Marle Green and Laundry Lane in advance of the extended 30mph limit are proposed where there is some frontage development. Outside of these areas there is little development and the roads are more rural in nature so it is not considered a lower limit can be supported in these areas.

1.4 The latest Department for Transport (DfT) guidance (Setting Local Speed Limits) states that the lowest speed limit on a rural road, that is not within a 'village setting', is 40mph. It is considered that the completed development on Horebeech Lane at Rosemead Place, together with other development approved on the south side of the road, meets the DfT guidance for a 'village setting' and therefore the proposed extension of the 30mph speed limit along Horebeech Lane is valid. However, due to insufficient frontage development on both Laundry Lane and Marle Green it is considered they fall outside of the criteria for them to be considered as part of the 'village setting' and therefore the appropriate speed limit for these roads will be 40mph. This view is shared by Sussex Police.

1.5 Speed surveys were carried out at a number of locations within the extent of the proposed speed limits. These surveys showed that the speed limit criteria to introduce a 40mph buffer speed limit on Laundry Lane and Marle Green were met. The speed limit criterion to allow the extension of the existing 30mph speed limit on Horebeech Lane was not met by 1mph in an easterly direction in the recoded average speeds so physical intervention is therefore required to achieve the necessary speed reduction.

1.6 To help achieve the speed reduction necessary on Horebeech Lane it is considered that the proposed extension of the 30mph speed limit should be supported by a gateway feature (enhanced signs and road markings at the change in speed limit). This gateway feature, together with the mini roundabout and the priority working at the bridge already in place, should all contribute to slower driving habits along the road and thereby allow the 30mph speed limit to be extended as proposed.

1.5 An initial consultation for the proposed waiting restrictions was carried out between 12 March 2025 and 7 April 2025 with the Parish Council, County Councillor, and statutory consultees including the emergency services. No objections were received to this consultation.

1.6 On 12 September 2025, 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 at Appendix 1. A copy of the advertised Notice of proposals was placed on posts in Horebeech Lane, Laundry Lane and Marle Green, 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 12 September 2025. Statutory Consultees were also contacted again to make them aware of the formal consultation. The formal period for representations ended on 3 October 2025.

1.7 The proposals are as follows:

#### 30mph Speed Limit

C208 Horebeech Lane, Horam	From its junction with the A267 Little London Road, south-eastwards to a point 6 metres north-west of its junction with Laundry Lane.
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#### 40 mph Speed Limit

C406 Laundry Lane, Horam	From its junction with C208 Horebeech Lane, north-eastwards for a distance of 270 metres.
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C208 Marle Green,      From a point 6 metres north-west of its junction with C406 Laundry Lane,  
Horam                      south-eastwards for a distance of 737 metres.

## **2.      Comments and Appraisal**

2.1      During the formal consultation period, 7 items of correspondence were received. All 7 supported the proposal, including a District Councillor but 3 asked for additional restrictions so have to be regarded as objections. 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 consider the proposal will improve road safety by lowering speed as they are of the opinion that traffic currently travels too fast on these roads.

2.3      Objections were received from 3 local residents all related to Laundry Lane. The objections were;

- Please may I ask if it could be lowered to 30 mph then hopefully the traffic will take more notice and slow down. Currently some cars turn into Laundry Lane from Horebeech Lane, and the drivers put their foot down as if they are racing!
- We would like the speed restriction to become a 30mph limit rather than 40mph the difference in 10mph would make a real difference when using the lane especially leaving and entering our property.
- May I respectfully submit in the interests of road safety that the proposed limit of 40mph along C406 Laundry Lane Horam be further limited to 30 mph along the current proposal and would further suggest that a restriction of 40mph be extended as far as the 30mph zone at Vines Cross, Nettlesworth Lane. Currently there are many vehicles travelling at excessive speed along this section notwithstanding the natural hazards of the bends and hill. It is particularly dangerous at the crest of the hill where there are a number of private driveways. As a resident of Laundry Lane may I thank you for your consideration in anticipation.

2.4      Having considered the objections; officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn or amended for the following reasons:

2.5      The speed limits proposed meet both the Department for Transport and County Council's own policy for setting speed limits. Also, the objections propose introducing changes that were not within the extent of the proposals that were advertised and consulted upon. Because of this, it is not possible to uphold those objections and make lower speed limits and extensions to speed limits beyond those proposed restrictions already consulted upon.

2.6      As set out in paragraph 1.4 above 30mph speed limits can only be implemented on rural roads within a 'village setting' and it is not considered that Laundry Lane currently meets the criteria to be classified as such due to the low levels of frontage development. Should further development come forward in Laundry Lane which changes the nature of the road, the speed limit can be reviewed again.

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

3.1      The proposed restrictions have been designed to reduce speeds in the area associated with the Rosemead Place development. The Order is therefore proposed to prevent the likelihood of danger to persons or traffic using these roads.

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

EAST SUSSEX COUNTY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984

**The East Sussex (C208 Horebeech Lane / C406 Laundry Lane  
& C208 Marle Green, Horam)  
(30mph and 40mph Speed Limit) Order 202\***

East Sussex County Council, in exercise of its powers under Section 84(1) and (2) of the Road Traffic Regulation Act 1984 ("the Act"), as amended, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby make the following Order:-

1. No person shall drive a vehicle at a speed exceeding 30mph on that length of road specified in Schedule One to this Order.
2. No person shall drive a vehicle at a speed exceeding 40mph on those lengths of road specified in Schedule Two to this Order.
3. No speed limit imposed by this Order applies to vehicles falling within Regulation 3 (4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 when used in accordance with Regulation 3 (5) of those Regulations.
4. The following Order is revoked in part: "The East Sussex (Horam) (30mph & 40mph Speed Limit) Consolidation Order 2003", First Schedule Entry 4 - C208 Horebeech Lane - from its junction with the A267 Little London Road, south-eastwards to a point 474 metres southeast of its junction with Horam Park Close, a distance of 760 metres.
5. This Order may be cited as "The East Sussex (C208 Horebeech Lane / C406 Laundry Lane & C208 Marle Green, Horam) (30mph and 40mph Speed Limit) Order 202\*" and shall come into operation on DD MM YYYY.

**SCHEDULE ONE  
30mph Speed Limit**

<b>C208 Horebeech Lane, Horam</b>	From its junction with the A267 Little London Road, south-eastwards to a point 6 metres north-west of its junction with Laundry Lane.
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**SCHEDULE TWO**  
**40 mph Speed Limit**

<b>C406</b>	<b>Laundry Lane, Horam</b>	From its junction with C208 Horebeeche Lane, north-eastwards for a distance of 270 metres.
<b>C208</b>	<b>Marle Green, Horam</b>	From a point 6 metres north-west of its junction with C406 Laundry Lane, south-eastwards for a distance of 737 metres.

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

Authorised Signatory

H & T Cttee. 2.4.74 - para 4.2  
Joint report of County Secretary  
& County Engineer - para 4