



PLANNING COMMITTEE

WEDNESDAY, 11 FEBRUARY 2026

10.30 AM 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 10 December 2025 (*Pages 3 - 6*)
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. Traffic Regulation Order for the extension of the existing 30mph speed limit on Avis Road, Newhaven (*Pages 7 - 16*)
Report by the Director of Communities, Economy and Transport.
6. Traffic Regulation Order - Rother Parking Review 3 (*Pages 17 - 34*)
Report by Director of Communities, Economy and Transport.
7. Traffic Regulation Orders - Hill Crest Court, Hill Crest Road, Disabled bay formalisation (*Pages 35 - 40*)
Report by the Director of Communities, Economy and Transport.
8. Any other items previously notified under agenda item 4

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

3 February 2026

Contact Summer Kelly, Governance and Democracy Officer,
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Email: summer.kelly@eastsussex.gov.uk

NOTE: *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 10 December 2025.

PRESENT Councillors Tom Liddiard (Chair), Godfrey Daniel, Kathryn Field, Pat Rodohan, Matthew Beaver and Colin Belsey.

LEAD MEMBERS Councillor Claire Dowling

ALSO PRESENT Councillor Tutt

41. MINUTES OF THE MEETING HELD ON 12 NOVEMBER 2025

41.1 The Committee approved as a correct record the minutes of the meeting held on 12 November 2025.

42. APOLOGIES FOR ABSENCE

42.1 Apologies for absence were received from Councillors Azad, Kirby-Green and Lunn.

42.2 It was noted that Councillor Belsey was in attendance as a substitute for Councillor Kirby-Green, and Councillor Beaver was in attendance as a substitute for Councillor Lunn.

43. DISCLOSURES OF INTERESTS

43.1 Councillor Beaver declared a personal interest as a Member of Hastings Borough Council and a member of the Hastings Borough Council Planning Committee. He did not consider this to be prejudicial.

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

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

43.4 It was noted that Councillor Beaver was not present at the meeting of the Planning Committee held on 15 October 2025 where the Traffic Regulation Order at item 5 was previously considered and deferred. Councillor Beaver therefore did not take part in the discussion or vote on item 5 (minute 46).

44. URGENT ITEMS

44.1 There were none.

45. REPORTS

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

46. A259 UPPERTON ROAD/STATION PARADE, EASTBOURNE - TRAFFIC REGULATION ORDER

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

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

46.3 A Local Member, Councillor Holt nominated Councillor Tutt to represent the views of his division on the grounds that Councillor Holt considered himself to have a prejudicial interest relating to item 5.

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

46.5 Councillor Rodohan, a Local Member, spoke against the proposal and officer's recommendations.

46.6 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.

46.7 The Committee RESOLVED to:

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

47. HOREBEECH LANE, LAUNDRY LANE AND MARLE GREEN, HORAM - TRAFFIC REGULATION ORDER

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

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

47.3 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 11.35 am.)

CHAIRMAN

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Committee:	Regulatory Planning Committee
Date:	11 February 2026
Report by:	Director of Communities, Economy and Transport
Title of Report	Traffic Regulation Order for the extension of the existing 30mph speed limit on Avis Road, Newhaven
Purpose of Report	To consider the objection received in response to the consultation on the draft Traffic Regulation Order for the extension of the existing 30mph speed limit on Avis Road, Newhaven
Contact Officer:	Nicholas Mitchell
Local Member:	Councillor James MacCleary

RECOMMENDATIONS

The Planning Committee is recommended to:

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

CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

1.1 The proposed Traffic Regulation Order (TRO) would extend the 30mph speed limit from the northern end of Avis Road, at its junction with the A26, up to the existing 30mph speed limit from near the junction with Avis Way to the A259 Drove roundabout. The 30mph speed extension would revoke the existing 40mph speed limit on Avis Road between Avis Way and the A26.

1.2 The rationale for the proposed extension of the 30mph on Avis Way TRO is to:

- align the speed limit to the current average speed of the traffic using the road; and
- provide a consistent message to drivers between the speed limit and the road relative to the built up environment in which it sits, with development on both sides of the road.

1.3 The proposed speed limit extension is in accordance with the County Council's policy, PS5/2, on setting 30mph speed limits in built-up areas. Our speed limit policy is consistent with national guidance.

1.4 A copy of the proposed extension of the 30mph speed limit is at Appendix 1, alongside the draft TRO schedule and statement of reasons at Appendix 2 and 3 respectively.

1.5 Copies of all supporting correspondence are available in the Members' Room and have also been made available to Planning Committee members in electronic format.

2. Comments and Appraisal

2.1 Between 17 October and 7 November 2025, East Sussex County Council (ESCC) gave notice under its powers in the Road Traffic Regulation Act 1984 that it was proposing to make a Traffic Regulation Order (TRO) to extend the existing 30mph speed limit along Avis Road, Newhaven.

2.2 The draft order was advertised in the local press, statutory bodies were notified and notices were placed along the section of Avis Road covered by the proposed 30mph speed limit extension. In addition, letters with details of the proposed speed limit extension were delivered to businesses and residential properties adjacent to the extension of the 30mph speed limit.

2.3 The TRO consultation received no objections from statutory consultees. Sussex Police confirmed their support for the proposal.

2.4 One objection was received from a member of the public citing their opposition to any extension to the 30mph as proposed on the basis that drivers should be concentrating on the road rather than looking at their speedometer. Two emails have been sent to the objector explaining the rationale for the extension to the 30mph speed limit but no response has been received.

2.5 The following information is provided in response to this objection:

- The principal aim in determining appropriate speed limits as set out in the County Council's speed limit policy PS5/02, which is consistent with national guidance, is to provide a consistent message to drivers between vehicle speed, the speed limit and the road's layout and characteristics. The presence of residential properties and the retail/tourist destination of Paradise Park and Gardens on Avis Road characterise the road's setting in a built up environment.
- The proposed 30mph speed limit aligns with current average speeds of vehicles travelling on Avis Road. Speed surveys were taken during the design stage of the project confirmed that most vehicles were already travelling at or below 30mph, in both directions. This suggests that the proposed 30mph limit is more appropriate to the road environment, which encourages drivers to naturally be travelling at the lower speed.
- Formal introduction of the proposed 30mph limit will encourage the small percentage of drivers that are travelling too fast relative to the characteristics of road to adopt an appropriate speed. This will lead to people feeling more comfortable to walk, wheel and cycle for all, or part of their journey, or to access public transport services using Avis Road.
- In turn, the scheme will support the delivery of the East Sussex Local Transport Plan 4 (LTP4 - adopted October 2024) objective to deliver safer and accessible journeys.

2.6 In summary, Avis Road meets the criteria in the County Council's speed limit policy PS5/02 for the introduction of a 30mph limit in terms of the average speed that vehicles are travelling at, traffic composition and the road characteristics/environment. It is not considered that the proposed speed limit reduction will be detrimental to driver behaviour.

3. Conclusion and reasons for approval

3.1 The aim of the 30mph extension at the northern end of Avis Road in Newhaven from Avis Way to the A26 is to encourage lower traffic speeds. The scheme has been developed in accordance with the Council's speed limit policy PS5/02, which is consistent with national guidance. Sussex Police as a statutory consultee are supportive of the proposed speed limit extension.

3.2 Following the advertisement of the Traffic Regulation Order for the extension to the 30mph speed limit, one objection was received on the grounds the 30mph speed limit along the full extent of Avis Road would affect driver concentration on their speed.

3.3 The Committee is recommended, for the reasons set out in section 2 of this report, not to uphold the objection to the Traffic Regulation Order and to recommend to the Director of Communities, Economy & Transport that the Order be made as advertised.

RUPERT CLUBB

Director of Communities, Economy and Transport

BACKGROUND DOCUMENTS

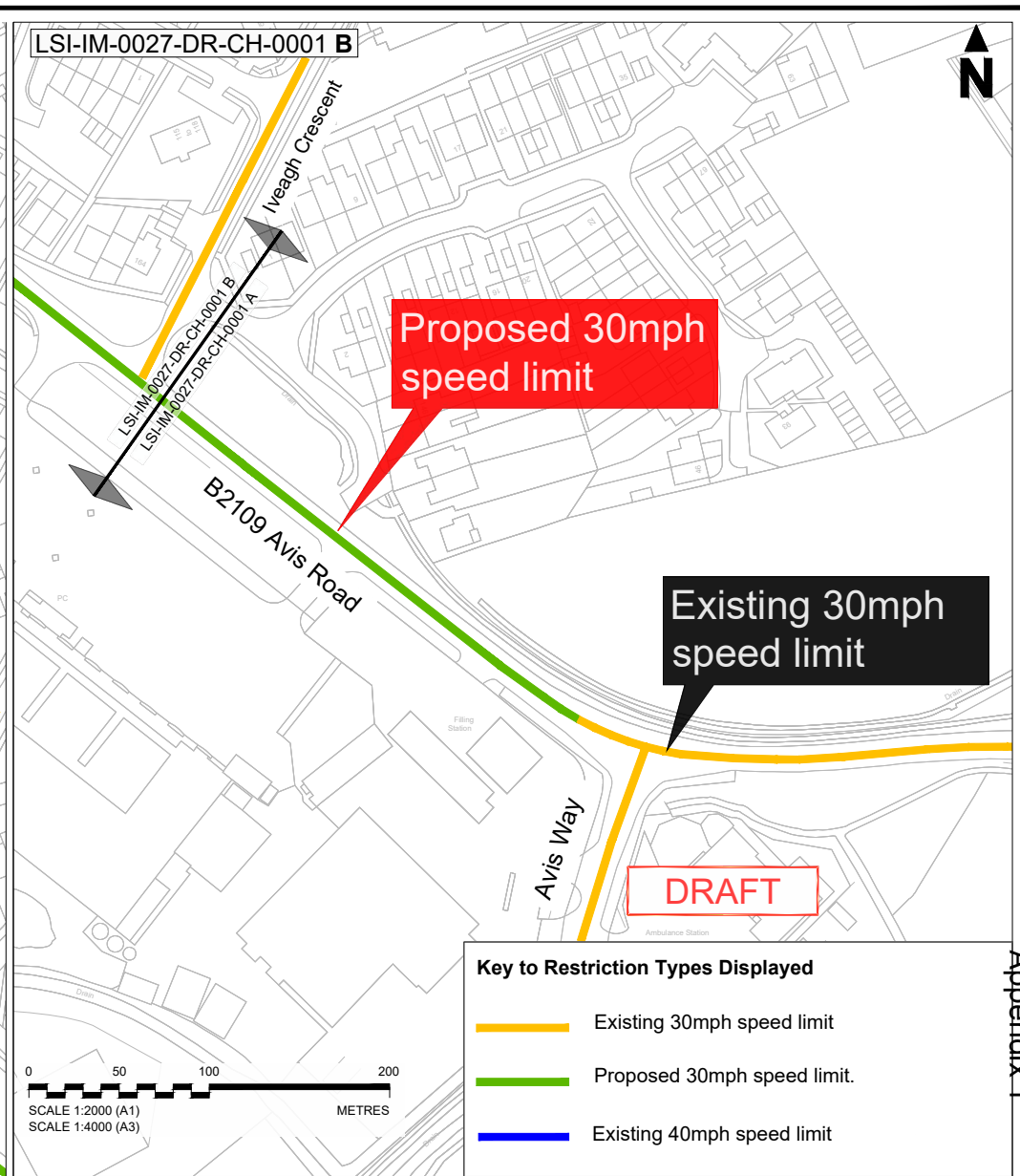
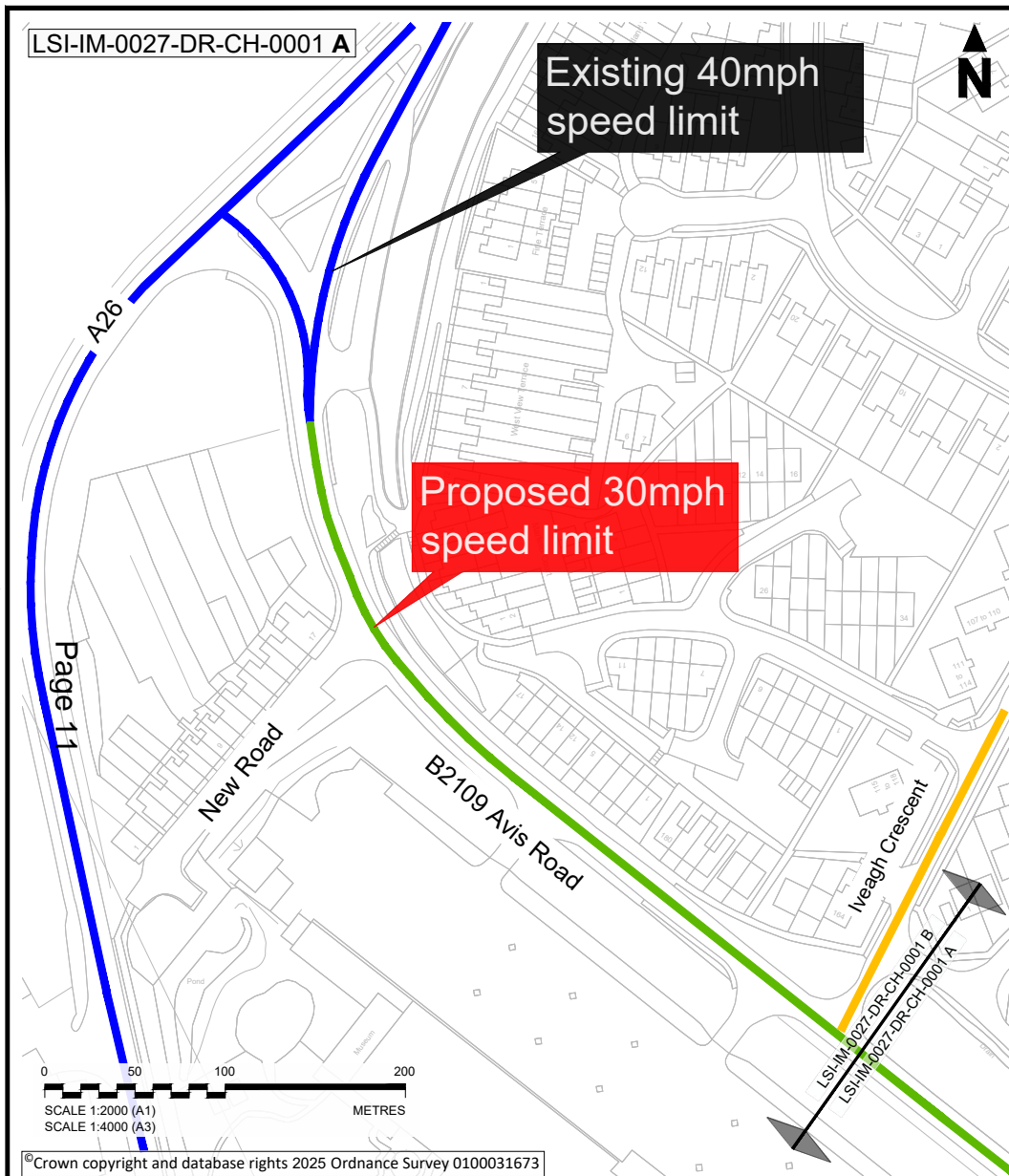
None.

APPENDICES

1. Location plan – Avis Road, Newhaven
2. TRO schedule
3. TRO statement of reasons

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TITLE:

Avis Road, Newhaven
Speed Limit - Traffic Regulation Order
Consultation Plan

SCALE @ A4: 1:2000m	DATE: April 25
DRAWN: AS	SHEET: 1 of 1
DRAWING No: 70118904-WSP-LSI-IM-0027-DR-CH-000001	

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The East Sussex (Avis Road, Newhaven 30mph and 40mph Speed Limit)
Order 202*

Schedule

Proposed Restricted Road

- | | | |
|-----------|---|---|
| Avis Road | 1 | From a point approximately 23m northwest of its junction with Avis Way, northwestwards to a point approximately 50m north of New Road (cul-de-sac). |
|-----------|---|---|

Proposed 40 mph Speed Limit

- | | | |
|-----------|---|--|
| Avis Road | 1 | From a point approximately 50m north of its junction with New Road (cul-de-sac), northwards to its junction with New Road (A26). |
|-----------|---|--|

Revoke:

The East Sussex (Various Roads)
(30 / 40 mph Speed Limit) Order 1992
SECOND SCHEDULE

40 mph Speed Limit

Item (b) - Avis Road, Newhaven - from a point approximately 37 metres northwest of the western kerbline of Avis Way, to its junction with New Road (A26).

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EAST SUSSEX COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE EAST SUSSEX (AVIS ROAD, NEWHAVEN 30MPH & 40MPH SPEED LIMIT)
ORDER 202X**

STATEMENT OF REASONS

The County Council's reasons for proposing the above named Order is;

East Sussex County Council is working in partnership with the council's highway contractor, Balfour Beatty Living Places, to improve road safety by extending the 30mph speed limit on Avis Road in Newhaven up to its junction with the A26.

The Traffic Regulation Order will introduce a new 30mph speed limit from the northern end of Avis Road up to the existing 30mph speed limit near the junction with Avis Way, revoking the existing 40mph speed limit.

The Traffic Regulation Orders are being implemented for the following reasons;

The proposals align the speed limit to the average speed of the traffic. The aim is to provide a consistent message between the speed limit and what the road looks like. The road environment and use of the area supports the lower limit. The proposals are in accordance with the National guidance on setting local speed limits for 30mph speed limits to apply in built-up areas with development on both sides of the road. East Sussex County Council policy on local speed limits aligns with the national guidance.

The proposed Traffic Regulation Order will be subject to consultation with local residents, Newhaven Town Council, South Heighton Parish Council, Lewes District Council, the local County Council member and statutory bodies including the Police.

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

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Committee:	Planning Regulatory Committee
Date:	11 February 2026
Report by:	Director of Communities, Economy and Transport
Title of Report:	Traffic Regulation Order – Rother Parking Review 3
Purpose of Report:	To consider the objections received in response to the formal consultation on the draft Traffic Regulation Order associated with the Rother Parking Review
Contact Officer:	Natalie Mclean – tel. 01273 482628
Local Members:	Councillors Abul Azad, Charles Clark, Kathryn Field, Keith Glazier, Ian Hollidge, Eleanor Kirby-Green

RECOMMENDATIONS

The Planning Committee is recommended to:

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

1. Introduction

1.1 Requests for new or for changes to existing parking and waiting restrictions in the Rother District area are held on a priority ranking database, with those requests ranking high enough being progressed to consultation. Informal consultations began in July 2025 to see whether there was enough public support to introduce new or make changes to the existing parking controls in a number of locations in the district.

1.2 Feedback from the consultations led to formal proposals being developed. These formal proposals were advertised, together with the draft Traffic Regulation Order (TRO) (a copy of which is attached at Appendix 3) in the Hastings Observer, Rye & Battle Observer and Bexhill Observer on 31 October 2025. Notices and copies of the relevant plans were placed on posts and lamp-columns in the affected areas. Approximately 830 postcards were delivered to local addresses and the consultation was placed on the Council's Consultation Hub for any member of the public to comment. The formal period for representations to be made ended on 21 November 2025.

1.3 Copies of the formal proposals were sent to relevant Town and Parish Councils, County and District Councillors and statutory consultees including the emergency services. Copies of all supporting correspondence are available in the Members' Room and have also been made available to Planning Committee members in electronic format.

1.4 During the formal consultation 256 items of correspondence were received. These included 178 objections and 78 items of support. 15 of the objections have since been withdrawn.

2. Comments and Appraisal

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

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

- Church Hill Avenue, Bexhill
- Zone F – Cooden Drive, Richmond Avenue, Richmond Close, Richmond Grove, Richmond Road, South Cliff and West Parade, Bexhill

Officers are satisfied that the objections received to these proposals do provide sufficient grounds to warrant their withdrawal.

2.3 With regard to objections relating to the sites listed below, and as set out in Appendix 2, it is not considered that these objections provide sufficient grounds to warrant the modification or withdrawal of the proposals, and the proposals provide for the most efficient use of parking space. It is considered that these objections should not be upheld. The sites objected to and where it is recommended that the objections are not upheld are;

- Albany Road, Devonshire Road, Marina and Parkhurst Road, Bexhill
- Buckhurst Road and Buckhurst Place, Bexhill
- Collington Lane West, Cooden Sea Road, Drayton Rise and Mansell Close, Bexhill
- Egerton Road, Bexhill
- Hastings Road and De La Warr Road, Bexhill
- Magdalen Road, Bexhill
- Manor Road, Bexhill
- Normandale, Bexhill
- Old Marsh Road, Bexhill
- Reginald Road, Bexhill
- Ridgewood Gardens, Bexhill
- Station Road, Hurst Green
- Harbour Road, Rye

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

3. Conclusion and reasons for approval

3.1 The approach in trying to resolve objections to the Order has been to appraise the concerns raised by residents and other road users, whilst not compromising road safety or other factors. Objections to two of the sites merit the proposals to be withdrawn in full. Officers consider that for highway and road safety reasons the remaining objections (as set out in Appendix 2) should not be upheld and the proposals in these areas should proceed as per the draft TRO as advertised.

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

RUPERT CLUBB

Director of Communities, Economy and Transport

Appendix 1 – Proposals where objections are recommended to be upheld

1. Site 1 Church Hill Avenue, Bexhill (Councillor Nuala Geary)

- 1.1 The proposal at this location is to remove the time limited 2 hours parking bays on the north side of the road.
- 1.2 Four objections have been received from residents on the grounds that the proposal would increase difficulties for residents with the area already being congested at peak hours. The location is close to shops and a school, unrestricted free parking would therefore be used by staff working at these places. Two of these objections ask that a permit scheme be implemented. One item of support was received on this proposal.
- 1.3 The proposal follows a request from a resident for the removal of the bays to allow residents to park for longer periods of time.
- 1.4 Whilst the need for residents to be able to park close to their properties without being required to move their vehicles every 2 hours is acknowledged, it is also recognised that the removal of the current restrictions would encourage non-residents to park for extended periods of time for work purposes or otherwise. We will look at a permit scheme here in the next Rother review. Having considered all the objections, officers are satisfied that there are sufficient grounds to withdraw the proposal.
- 1.5 At the time of writing, Councillor Geary has not replied to provide their views regarding the recommendation.
- 1.6 **Recommendation:** To uphold the objections and withdraw the proposal.

2. Site 2 Zone F - Cooden Drive, Richmond Avenue, Richmond Close, Richmond Grove, Richmond Road, South Cliff and West Parade, Bexhill (Councillor Ian Hollidge)

- 2.1 The proposal at this location is to implement a new permit zone.
- 2.2 134 objections have been received, five of which have since been withdrawn. 19 objections from residents of the proposed zone are on the grounds that there is not an existing parking problem and the proposed restrictions are unnecessary, especially so far from the town centre. 22 objections from residents of roads just outside of the proposed zone are on the grounds of vehicle displacement into roads that will not be able to accommodate the extra demand, such as Terminus Avenue, and others demanding that South Cliff and Southcourt Avenue be included in the proposals. Many of these 22 objections also state that it's clearly a money making exercise, doesn't serve the greater community and express concern of further new zones being proposed in future due to the displacement. 88 further objections received from residents, visitors and commuters of Bexhill on the grounds that the majority of these properties

have their own off-street parking, these roads are not used by visitors to the town as they are too far out and it will discourage visitors that use the recreational facilities. These objections also mention the cost of living being a factor with residents not willing to pay to park in the town they live in, the elderly being disadvantaged by the distance they would need to park from the town centre and businesses being affected if commuters are unable to park for free within a reasonable distance. Objectors also mention that Brockley Road has very few residential properties and is regularly underutilised.

2.3 The proposal follows requests from residents of Richmond Road and Richmond Grove for a permit zone.

2.4 Whilst it is understood that residents would like to be able to park outside of their property when they arrive home, all 68 properties in Richmond Road, Grove, Close and Avenue have off-street parking available to them and permit uptake would likely be very low. 61 items of support were received, 51 of which were from residents of the proposed zone. The level of support for the proposals, broken down by the individual roads, is as follows;

- Of the 186 properties in Cooden Drive within the proposed zone, residents from 5 of the properties support the proposals

- Of the 19 properties in Richmond Avenue, 0 support the proposals.

- Of the 7 properties in Richmond Close, 0 support the proposals.

- Of the 23 properties in Richmond Grove, residents from 19 of the properties support the proposals.

- Of the 19 properties in Richmond Road, residents from 9 of the properties support the proposals.

- Of the 9 properties in South Cliff within the proposed zone, 0 support the proposals.

- Of the 174 properties in West Parade within the proposed zone, 0 support the proposals.

2.5 Richmond Road and Richmond Grove are an average of 8.7m and 7.7m wide respectively - enough room for vehicles to park both sides of the road without impeding traffic, with spaces where the dropped kerbs are for vehicles to pass when needed. It is also appreciated that vehicles often use Richmond Road to park in when visiting Bexhill as it is the first unrestricted road outside of the permit zones, however the zone must end somewhere, and some motorists will always seek the nearest free parking when available. Richmond Road is more than wide enough to accommodate vehicles parking on a daily basis and existing parking on this road is not impeding traffic flow. Whilst Brockley Road is not grossly underutilised, it has been identified as a location that needs reviewing and will be looked at in the next parking review. Permit schemes are looked at across a wider area, not a road or two in isolation, and there must be

a demand for it from residents in the area. Having considered all the objections, officers are satisfied that there are sufficient grounds to withdraw the proposal.

2.6 At the time of writing, Councillor Hollidge has not replied to provide their views regarding the recommendation.

2.7 **Recommendation:** To uphold the objections and withdraw the proposal.

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

1. Site 3 Albany Road, Devonshire Road, Marina and Parkhurst Road, Bexhill (Councillor Ian Hollidge)

- 1.1 The proposals at this location are to (i) replace the blue badge holders only bay with permit holders only bay in Albany Road, (ii) change the operational hours of the taxi bay from 24hrs to 8am to 6pm in Devonshire Road, (iii) introduce a footway and verge ban in Marina, and (iv) replace the time limited bay with a shared use permit holders or time limited bay in Parkhurst Road.
- 1.2 Ten objections have been received from local residents, one on the grounds that removing disabled parking is discriminatory, one on the grounds that the taxi bay is used from 6:30am, one on the grounds that removing free parking will damage already struggling businesses with three asking for an increase in the provision of free parking, and three objections to changes in general. Three items of support were received for these proposals.
- 1.3 The proposals follow requests from (i) the family of the resident the disabled bay was installed for, (ii) Councillor Hollidge as the taxi bay is unused outside of daytime hours, (iii) Councillor Hollidge as vehicles park on the pavement by the pedestrian crossing, and (iv) a resident whose property sits within the span of the time limited bay and is unable to park here with their parking permit.
- 1.4 It is standard practice to remove disabled bays that are no longer required by the resident, a usage survey was carried out which determined it was no longer needed. Whilst it is understood that peak times for taxis are 7am to 9am and 5pm to 7pm, parking is at a premium in the area and changing the operational hours of the bay in line with other bays in the road will provide additional parking for both residents and visitors in the morning and evening. The change of bay type to shared use will still allow for 2 hours of free parking for visitors. Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.
- 1.5 Councillor Hollidge has replied to provide their support of the recommendation.
- 1.6 **Recommendation:** To not uphold the objections and install the proposals as advertised.

2. Site 4 Buckhurst Road and Buckhurst Place, Bexhill (Councillor Ian Hollidge)

- 2.1 The proposals at this location are to (i) replace shared use permit holders or time limited bay with a disabled bay in Buckhurst Road, and (ii) change the operational hours of the taxi bay from 24hrs to 8am to 6pm in Buckhurst Place.

- 2.2 One objection was received from a visitor on the grounds that they refuse to pay for parking and has nothing to do with the proposals.
- 2.3 The proposals follow requests (i) for a disabled bay, the applicant has been assessed and qualifies for the provision of a bay, and (ii) from Councillor Hollidge as the taxi bay is unused outside of daytime hours.
- 2.4 Having considered the objection, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.
- 2.5 Councillor Hollidge has replied to provide their support of the recommendation.
- 2.6 **Recommendation:** To not uphold the objection and install the proposals as advertised.

3. Site 5 Collington Lane West, Cooden Sea Road, Drayton Rise and Mansell Close, Bexhill (Councillor Nuala Geary)

- 3.1 The proposal at this location is a TRO amendment only with no physical change on street. Following the introduction of Civil Parking Enforcement (CPE) in Rother district in 2020 the restrictions were not included in the map-based order and the TRO amendment is required to legally enforce the marked restrictions on the ground.
- 3.2 Three objections were received with comments unrelated to the proposal.
- 3.3 The proposal follows a need to amend the TRO to bring it in line with the restrictions on street.
- 3.4 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.
- 3.5 Councillor Geary has replied to provide their support of the recommendation.
- 3.6 **Recommendation:** To not uphold the objections and install the proposal as advertised.

4. Site 6 Egerton Road, Bexhill (Councillor Ian Hollidge)

- 4.1 The proposal at this location is to replace a permit holders only bay with double yellow lines.
- 4.2 Four objections have been received from residents, three with comments unrelated to the proposal and one on the grounds that the driveway has not yet been constructed. One item of support was received for this proposal.
- 4.3 The proposal follows a request from the resident who has planning permission to install a double driveway at the property. The current procedure for the

installation of a dropped kerb is for East Sussex Highways to agree to the dropped kerb application in principle, the TRO is then amended as part of a parking review. Once this has been completed works can be carried out. A TRO amendment is required before any physical change can be made to the road.

- 4.4 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 4.5 Councillor Hollidge has replied to provide their support of the recommendation.
- 4.6 **Recommendation:** To not uphold the objections and install the proposal as advertised.

5. Site 7 Hastings Road and De La Warr Road, Bexhill (Councillor Charles Clark)

- 5.1 The proposal at this location is a TRO amendment only with no physical change on street. Following the introduction of Civil Parking Enforcement (CPE) in Rother district in 2020 the restrictions were not included in the map-based order and the TRO amendment is required to legally enforce the marked restrictions on the ground.
- 5.2 One objection was received with comments unrelated to the proposal.
- 5.3 The proposal follows a need to amend the TRO to bring it in line with the restrictions on street.
- 5.4 Having considered the objection, officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 5.5 At the time of writing, Councillor Clark has not replied to provide their views regarding the recommendation.
- 5.6 **Recommendation:** To not uphold the objection and install the proposal as advertised.

6. Site 8 Magdalen Road, Bexhill (Councillor Ian Hollidge)

- 6.1 The proposal at this location is to replace a shared used permit holders or time limited bay with double yellow lines.
- 6.2 One objection was received with comments unrelated to the proposal.
- 6.3 The proposal follows a request from the resident to install a dropped kerb at the property.
- 6.4 Having considered the objection, officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.

- 6.5 Councillor Hollidge has replied to provide their support of the recommendation.
- 6.6 **Recommendation:** To not uphold the objection and install the proposal as advertised.

7. Site 9 Manor Road, Bexhill (Councillor Ian Hollidge)

- 7.1 The proposal at this location is to replace the blue badge holders only bay with a shared use permit holders or time limited bay.
- 7.2 One objection was received with comments unrelated to the proposal.
- 7.3 The proposal follows a request to remove the bay as it is no longer required by the original applicant. A usage survey was carried out and determined the bay was not needed by any other resident in close proximity.
- 7.4 Having considered the objection, officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 7.5 Councillor Hollidge has replied to provide their support of the recommendation.
- 7.6 **Recommendation:** To not uphold the objection and install the proposal as advertised.

8. Site 10 Normandale, Bexhill (Councillor Nuala Geary)

- 8.1 The proposal at this location is to remove a blue badge holders only bay.
- 8.2 One objection was received with comments unrelated to the proposal. One item of support was received for this proposal.
- 8.3 The proposal follows a usage survey which determined that the bay is no longer required.
- 8.4 Having considered the objection, officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 8.5 Councillor Geary has replied to provide their support of the recommendation.
- 8.6 **Recommendation:** To not uphold the objection and install the proposal as advertised.

9. Site 11 Old Marsh Road, Bexhill (Councillor Nuala Geary)

- 9.1 The proposal at this location is to install no waiting at any time restrictions at its junction with Barnhorn Road.

- 9.2 Three objections have been received, two from The Custom Café and one from a patron of the café on the grounds that the proposals are unnecessary, unjust, that vehicles never park in this location and the road needs to be resurfaced. One item of support was received for this proposal.
- 9.3 The proposal follows a request from the police to prevent vehicles parking behind the café when the car park is full, as they have been called out to attend the location on multiple occasions when tractors accessing the nearby farmland have been unable to pass.
- 9.4 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 9.5 Councillor Geary has replied to provide their support of the recommendation.
- 9.6 **Recommendation:** To not uphold the objections and install the proposal as advertised.

10. Site 12 Reginald Road, Bexhill (Councillor Ian Hollidge)

- 10.1 The proposal at this location is to replace a shared use permit holders or time limited bay with a disabled bay.
- 10.2 Two objections were received with comments unrelated to the proposal. One item of support was received.
- 10.3 The proposal follows a request for a disabled bay. The applicant has been assessed and qualifies for the provision of a bay.
- 10.4 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 10.5 Councillor Hollidge has replied to provide their support of the recommendation.
- 10.6 **Recommendation:** To not uphold the objections and install the proposal as advertised.

11. Site 13 Ridgewood Gardens, Bexhill (Councillor Ian Hollidge)

- 11.1 The proposal at this location is to install no waiting at any time restrictions at its junction with College Road and a bus stop clearway to service the Boxgrove Close passenger stop.
- 11.2 Two objections were received on the grounds that the bus stop is used by just a few people and only five times a day, and one objection stating that the yellow lines on the east side won't make a difference as they park their vehicle there and have been told by bus drivers that the issue is on the other side. Two items of support were received for this proposal.

- 11.3 The proposal follows a request from Stagecoach to aid the bus service when on this route.
- 11.4 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.
- 11.5 Councillor Hollidge has replied to provide their support of the recommendation.
- 11.6 **Recommendation:** To not uphold the objections and install the proposal as advertised.

12. Site 14 Station Road, Hurst Green (Councillor Eleanor Kirby-Green)

- 12.1 The proposal at this location is to install no waiting at any time restrictions at its junction with London Road, and the junction with McMichaels Way, outside the local shop and outside the village hall.
- 12.2 Two objections were received on the grounds that there isn't enough parking in the area and the proposals will displace vehicles further into the village. One item of support was received for this proposal.
- 12.3 The proposal follows a request from the Parish Council for yellow lines in these locations to improve safety for residents and improve traffic flow into London Road.
- 12.4 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.
- 12.6 **Recommendation:** To not uphold the objections and install the proposal as advertised.

13. Site 15 Harbour Road, Rye (Councillor Keith Glazier)

- 13.1 The proposal at this location is to extend no waiting at any time restrictions eastwards to Kingdom Hall.
- 13.2 One objection was received on the grounds that there isn't enough parking in Rye, especially in the summer months when the car parks are often full, and the bus service is too infrequent from Rye Harbour. Five items of support were received for this proposal.
- 13.3 The proposal follows a request from residents to improve safety on this corner of Harbour Road. When travelling east visibility is severely reduced and large vehicles regularly use this road travelling to and from the industrial estate.
- 13.4 Having considered the objection, officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.

- 13.5 At the time of writing, Councillor Glazier has not replied to provide their views regarding the recommendation.
- 13.6 **Recommendation:** To not uphold the objection and install the proposal as advertised.

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Appendix 3 – Draft Traffic Regulation Order, as advertised**EAST SUSSEX COUNTY COUNCIL****ROAD TRAFFIC REGULATION ACT 1984, ROAD TRAFFIC ACT 1991 &
TRAFFIC MANAGEMENT ACT 2004****EAST SUSSEX COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING, NO STOPPING, LOADING, UNLOADING AND PARKING PLACES) (ROTHER DISTRICT CONSOLIDATION) ORDER 2025 AMENDMENT NO * 202***

East Sussex County Council, in exercise of their powers under Sections 1(1), 2(1) to (4), 3(2), 4(2), 32, 35(1) and (3), 45, 46, 49, 51, 52 and 53 of, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (“the Act”), as amended, the Road Traffic Act 1991, as amended, Part 6 of the Traffic Management Act 2004, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

1. Commencement and citation

This Order may be cited as “EAST SUSSEX COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING, NO STOPPING, LOADING, UNLOADING AND PARKING PLACES) (ROTHER DISTRICT CONSOLIDATION) ORDER 2025 AMENDMENT NO * 202*” and shall come into effect on xxxxxx

2. When this Order comes into effect:

- (i) EAST SUSSEX COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING, NO STOPPING, LOADING, UNLOADING AND PARKING PLACES) (ROTHER DISTRICT CONSOLIDATION) ORDER 2025 as amended, shall have effect except as hereinafter contained.

Without prejudice to the validity of anything done prior or to any liability incurred in respect of any act or omission before the coming into operation of this Order, EAST SUSSEX COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING, NO STOPPING, LOADING, UNLOADING AND PARKING PLACES) (ROTHER DISTRICT CONSOLIDATION) ORDER 2025 AMENDMENT No * 202*, have effect subject to the variations, insertions, substitutions, removals, and additions specified in the map schedules and map schedule legends of this Order:-

1) Map schedule legend and map schedule for TRO/528 consisting of;

Map 1 of 28	Map 2 of 28	Map 3 of 28	Map 4 of 28
Map 5a of 28	Map 5b of 28	Map 6 of 28	Map 7 of 28
Map 8 of 28	Map 9 of 28	Map 10 of 28	Map 11 of 28
Map 12 of 28	Map 13 of 28	Map 14 of 28	Map 15 of 28
Map 16 of 28	Map 17 of 28	Map 18 of 28	Map 19 of 28
Map 20 of 28	Map 21 of 28	Map 22 of 28	Map 23 of 28
Map 24 of 28	Map 25 of 28	Map 26 of 28	Map 27 of 28
Map 28 of 28			

(ii) Part I - Arrangement of Articles shall be amended as follows:

Exemptions from the parking charge	23
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shall be replaced with:

Issue of a Resident's Permit	23
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(iii) Part II - Preliminary - Interpretation shall be amended as follows:

1. The following definition for "doctor's permit" shall be replaced with:

"doctor's permit" means a permit issued under the provisions of Article 4;

2. The following definition for "doctor's permit holder" shall be replaced with:

"doctor's permit holder" means a person to whom a doctor's permit is issued under the provisions of Article 4;

3. The following definition for "the Council" shall be inserted:

"the Council" means East Sussex County Council

(iv) Part III - Waiting and Loading restrictions and designation of Parking Place shall be amended by replacing the following definition:

4	(14)	Each parking place referred to in the Order Plans as being Doctors parking places may be used, subject to the provisions of this Order and charge specified in Schedule G1, for the leaving during the permitted hours of such vehicles displaying a valid Doctor's permit issued by East Sussex County Council.
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(v) Part IV - Surrender, withdrawal and validity of business permits shall be amended by replacing the following definition:

Surrender, withdrawal and validity of business permits			
27	(1)	(d)	the vehicle in respect of which such business permit was issued being adapted or used in such a manner that it is not a vehicle of the class specified in Article (1);

(vi) Part V - Refunds of charges paid for resident's permits and business permits shall be amended by replacing the following definition:

Refunds of charges paid for resident permits, business permits and doctor's permits	
31	A resident Permit Holder, a business Permit Holder or a doctor's Permit Holder who surrenders a resident permit, a business permit or a doctor's permit respectively to the

Council or authorised agent, shall be entitled to a refund of the charge paid or part of the charge paid, in accordance with the provisions set out in Schedule G6.

- (vii) Structure of Tariffs - Schedule G6 shall be amended by adding the following definition:

Schedule G6 - Refunds relating to Resident, Business and Doctor's Permits

Where a permit is surrendered after it becomes valid there is a £5 administration fee for processing refunds, which will be deducted from the refund amount.

3. Revocations

The following Orders and associated Amendment Orders are hereby revoked in their entirety:

The East Sussex (Rother District) (Parking Places, Waiting, No Stopping and Loading Restrictions) Traffic Regulation Order 2020 Amendment Order 2025 No1

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

AUTHORISED SIGNATORY

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

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Committee:	Planning Regulatory Committee
Date:	11 February 2026
Report by:	Director of Communities, Economy and Transport
Title of Report:	Traffic Regulation Orders – Hill Crest Court, Hill Crest Road, Disabled bay formalisation
Purpose of Report:	To consider the objections received in response to the formal consultation on the draft Traffic Regulation Order
Contact Officer:	Natalie Mclean – tel. 01273 482628
Local Members:	Councillor James MacCleary

RECOMMENDATIONS:

The Planning Committee is recommended to:

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

CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction and background information.

1.1 Following a successful application to install an advisory disabled bay in Hill Crest Court, Hill Crest Road, Newhaven the bay was installed in December 2024. Subsequent to the installation, the Applicant for the bay informed the Council that the bay was being abused with non-blue badge holders and requested the bay be made into a formal bay.

1.2 Advisory bays are not legally enforceable. Most motorists appreciate the purpose of them and leave the bays clear for the people who need them. Formal bays have a Traffic Regulation Order which means they can be enforced. In order to formalise an advisory disabled bay a Traffic Regulation Order (TRO) is required.

1.3 The TRO was formally consulted on from 12 December 2025 to 9 January 2026. The formal proposal was advertised, together with the draft Traffic Regulation Order (TRO) (a copy of which is attached at Appendix 2) in the Sussex Express on 12 December 2025. Letters were delivered to local addresses, and the consultation was placed on the Council's Consultation Hub for any member of the public to comment.

1.4 Copies of all supporting correspondence are available in the Members' Room and have also been made available to Planning Committee members in electronic format.

1.5 During the formal consultation 3 items of correspondence were received. These included 2 objections and 1 item of support.

2. Comments and Appraisal

2.1 Each item of correspondence has been considered individually, and a summary of the objections and officer comments are included in Appendix 1. Plans and photographs showing the disabled bay are included in the Additional Information Pack.

3. Conclusion and reasons for recommendations

3.1 The objections to the formalisation of the disabled bay have not raised sufficient grounds for the proposal to be withdrawn. It is recommended that these objections should not be upheld.

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

RUPERT CLUBB

Director of Communities, Economy and Transport

Appendix 1 – Proposal where objections are recommended to not be upheld and are recommended to be implemented as advertised

1. Hill Crest Court, Hill Crest Road, Newhaven (Councillor James MacCleary)

- 1.1 The proposal at this location is to formalise an existing advisory disabled persons' badge holders parking place.
- 1.2 Two objections have been received, on the grounds that parking in the area is limited, the number of vehicles has significantly increased over the last few years, and that the applicant is not actually disabled. One item of support has been received.
- 1.3 The proposal follows a request from a blue badge holder resident as the advisory bay is not being respected by vehicles without a blue badge. The applicant has been assessed and meets the eligibility criteria for the provision of an on-street disabled persons' badge holders parking place.
- 1.4 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.
- 1.5 At the time of writing, Councillor MacCleary has not replied to provide their views regarding the recommendation.
- 1.6 **Recommendation:** To not uphold the objections and install the proposal as advertised.

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Appendix 2 - Draft Traffic Regulation Order, as advertised

EAST SUSSEX COUNTY COUNCIL

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

EAST SUSSEX COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING, NO STOPPING, LOADING, UNLOADING AND PARKING PLACES) (LEWES DISTRICT CONSOLIDATION) ORDER 2025 Amendment No * 202* (Hill Crest Court, Hill Crest Road, Newhaven)

East Sussex County Council, in exercise of their powers under Sections 1(1), 2(1) to (4), 3(2), 4(2), 32, 35(1) and (3), 45, 46, 49, 51, 52 and 53 of, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (“the Act”), as amended, the Road Traffic Act 1991, as amended, Part 6 of the Traffic Management Act 2004, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

1. Commencement and citation

This Order may be cited as “EAST SUSSEX COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING, NO STOPPING, LOADING, UNLOADING AND PARKING PLACES) (LEWES DISTRICT CONSOLIDATION) ORDER 2025 Amendment No * 202* (Hill Crest Court, Hill Crest Road, Newhaven)” and shall come into effect on xxxxxx

2. When this Order comes into effect:

- (i) EAST SUSSEX COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING, NO STOPPING, LOADING, UNLOADING AND PARKING PLACES) (LEWES DISTRICT CONSOLIDATION) ORDER 2025 Amendment No * 202* (Hill Crest Court, Hill Crest Road, Newhaven) as amended, shall have effect except as hereinafter contained.

Without prejudice to the validity of anything done prior or to any liability incurred in respect of any act or omission before the coming into operation of this Order, EAST SUSSEX COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING, NO STOPPING, LOADING, UNLOADING AND PARKING PLACES) (LEWES DISTRICT CONSOLIDATION) ORDER 2025 Amendment No * 202* (Hill Crest Court, Hill Crest Road, Newhaven) have effect subject to the variations, insertions, substitutions, removals, and additions specified in the map schedules and map schedule legends of this Order:-

- 1) Map schedule legend and map schedule for TRO/515 consisting of;

Map 1 of 1

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

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AUTHORISED SIGNATORY

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