

Newhaven Port Access Road

Planning Consent Reference LW/2565/CC

Supporting information to the submission of details for the discharge of Planning Condition 3 and revisions to the previously approved scheme for Planning Conditions 4 and 5.

Please also refer to the following drawings:

- 60000032-WSP-GEN-NPAR-DR-CH-0007 – Mill Creek Bridge Illustrative Layout
- 60000032-WSP-ELS-NPAR-DR-LE-001 – Landscape Plan and Section
- 60000032-WSP-ELS-NPAR-DR-LE-002 – Proposed Landscape Cross Sections
- 60000032-WSP-ELS-NPAR-DR-LE-003 – Phase 1a Landscape Plan and Section
- 60000032-WSP-ELS-NPAR-DR-CH-0008 to 0011 Proposed Contours (4 Sheets)

Background

Planning permission for the Newhaven Port Access Road was first granted in 1996 (Ref [LW/1751/CC](#)). The planning permission was then renewed in 2002 (Ref [LW/2061/CC](#)) and 2007 (Ref [LW/2565/CC](#)), when construction started but was not completed. The only outstanding planning matter relates to approval of a condition pertaining to the detail of the railway bridge, the general form of which has already been approved in principle. The 2007 planning permission remains extant and the County Council are now looking to complete the scheme to those approved details.

Condition 4 (street lighting) was discharged on 13 July 2007 and Condition 5 (landscape proposals) were discharged 31 August 2007. Condition 3 (detail of the railway bridge) is required to be discharged prior to construction of the second phase of the road south of the Pargut roundabout commencing.

Due to the passage of time since the previous design work was carried out, the opportunity has been taken to review the scheme's design details and consider whether any amendments would be appropriate and desirable considering changes to legislation, technical guidance, best practice, and giving consideration to the creation of the South Downs National Park.

The proposed scheme design changes as a result are inter-related and affect these 3 conditions as described below.

Mill Creek Railway Bridge (Condition 3)

The outline design for the bridge was approved in principle when planning consent was granted. The detailed design for this structure has been developed from that previously approved outline design and is shown on drawing number 60000032-WSP-GEN-NPAR-DR-CH-0007.

The structural beams will be finished in "Fern Green" (RAL 6025). The concrete finishes are as shown on the drawing, and all exposed concrete will have an anti-graffiti coating applied. The parapets will be grey mesh; however solid parapets are required over the railway span to comply with Network Rail requirements.

A grassed reinforced earth embankment is now proposed at the northern abutment replacing reinforced concrete wingwalls. Please see an indicative detail below and within the attached TensarTech Greenslope brochure, although note actual supplier is still to be confirmed.

At the southern abutment, the reinforced concrete wingwalls have been replaced by a grassed slope. These changes have the benefit of reducing the amount of concrete that will be visible, and instead provides a soft landscape finish which will lessen the visual impact of the structure, as well as removing the risk of graffiti from this element of the bridge.

The use of the reinforced earth embankment and grassed slope in place of reinforced concrete wingwalls is also estimated to save around 750 lorry movements during construction, thereby also lessening the environmental impacts (traffic, noise, air quality etc) of construction activities.

The Approval in Principle (AIP) document for the structure is not materially affected by these changes and has been approved by ESCC as Technical Approval Authority. A separate AIP will be prepared for the reinforced earth embankment.



Figure 1 – Indicative detail of reinforced earth embankment
(note that the bridge abutment remains as reinforced concrete, not brick as shown above)

Railway Bridge and Street Lighting (Conditions 3 and 4)

It is no longer proposed to provide street lighting along the Port Access Road. There is no technical requirement to do so, and the Safety Auditor has confirmed that he is comfortable with this change. The road will still be subject to a 30mph speed limit, introduced by means of a traffic regulation order. Removal of the street lighting from the scheme supports the South Downs National Park's "Dark Skies" Policy and dramatically reduces the visual impact of the road, particularly on the elevated sections of the railway bridge.

Landscaping (Condition 5)

The design of the embankment has been reviewed and the previous shallow side slope on the eastern side of the road has been steepened to reduce the footprint of the scheme. This brings the toe of the embankment further in towards the road and significantly reduces the amount of engineered land form. It also retains a large area of undisturbed flat agricultural land which can more easily be returned to agricultural use on completion of construction.

With there being no source of fill material within the site, reducing this embankment also removes the need to import a significant volume of fill material, reducing the use of prime aggregates and also reducing construction traffic movements, and hence lessening the environmental impacts (traffic, noise, air quality) of construction activities. The estimated savings are in the region of approx. 125,000 tonnes of prime aggregate, removing nearly 13,000 lorry movements from the highway.

The landscape bund at the top of the embankment has however been retained to screen traffic using the NPAR whilst the planting establishes. The detail of the proposed planting has been reviewed to provide the most appropriate species based on current guidance.

South of Mill Creek, the landscaping has been adjusted around the new Port roundabout to reflect the removal of the eastern stub arm, since there is no apparent need for this arm at this time. A track to facilitate access for maintenance of the bridge has been provided.

Landscape plans, cross sections, planting details and contour plots are shown on drawings

- 60000032-WSP-ELS-NPAR-DR-LE-001
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