

## **Bexhill to Hastings Link Road Non-Material Amendments Summary – NMA S1 S1A H23**

*November 2012*

### Introduction

Following the granting of planning permission for the Bexhill Hastings Link Road in 2009, opportunities to optimise the design have been taken and, as a consequence, detailed refinements have continued to be made. Many of these refinements will be scrutinised and considered by the Local Planning Authority (LPA) as part of the process of discharging planning conditions. However, there are some changes proposed which will require the approval of the LPA as “non-material amendments” (NMAs). This paper prepared in support of the NMA application is intended to describe and explain the changes together with the reasons for them.

The proposed changes fall into two categories:

- Measures which will to avoid construction of some structures, and
- Measures which will reduce the scale of the construction works whilst still maintaining the function of the road.

### Structure Related NMAs:

It has been found to be possible to maintain a number of existing bridges rather than build new replacements. This has the beneficial effect of reducing the impact on the existing environment both in terms of construction activities and additional infrastructure. This NMA planning application relates to the following:

#### S1 & S1A – Reduction of Flood Storage:

A full Flood Risk Assessment (prepared in April 2008) was submitted with the planning application and enshrined within the planning permission by means of Condition 27. More recently a review of the flood risk modelling at Egerton stream has been carried out and, in consultation with the Environment Agency, it has been established that the volume of water storage capacity that it is required, to deal with run off at time of heavy rain, is less than that planned for in the initial design. The volume of water to be stored can be accommodated by the addition of surface water swales and oversized drainage pipes. This makes the provision of a water run-off storage tank unnecessary.

Condition 27 of the planning permission requires the development to conform with the findings of the Flood Risk Assessment of April 2008. An update supplement to the Flood Risk Assessment, which supports the changes described above and includes the views of the Environment Agency, is submitted with this NMA application for the local planning authority's approval.

In visual terms, the removal of the underground tank makes little difference to the landscaping on the surface, which in any case is subject to approval under Conditions 6 & 14 of the planning permission. The introduction of swales alters the appearance of landscaped areas on the western flank of the new road in the London Road area but, in the applicant's view, not in any adverse way. Again, the details are covered by Conditions 6 & 14.

### Highway Related NMAs:

A re-examination of the detailed road design has enabled some revisions to be proposed which will reduce the impact of construction works in some places whilst maintaining the full function of

the road. The following proposed NMAs will all contribute to achieving a smaller impact on the surrounding countryside. These changes also have the added indirect benefit of influencing driver behaviour and so reducing maximum actual road speeds. Changes to the design of the junction with Crowhurst Road will also actually improve through flows through it whilst reducing its visual scale in the landscape.

This NMA application relates to the following such change:

H23 – Reduction of Verge Width from 3.5m to 2.5m between Belle Hill and Glovers Farm

It is proposed to reduce the verge width through the urban area. The appended Technical Note H002A explains the reasoning behind the reduction in detail. Reducing its width will allow the road width to be minimised, which in turn avoids the need to carry out unnecessary excavation on existing railway embankments. It will reduce the visual impact of the road and will allow more existing vegetation to be retained.