

Planning, Design & Access Statement

Prepared for

East Sussex County Council

28th September 2023



East Sussex Highways
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1. Introduction

1.1 Purpose of document

This Planning, Design and Access Statement (PDAS) has been prepared to accompany a planning application by East Sussex Highways (ESH) on behalf of East Sussex County Council (ESCC) for “*the creation and use of a temporary construction compound including access onto the A259, car park, storage yard, welfare and office facilities to support the Exceat Bridge Replacement (SDNP/21/02342/FUL) development, on land to the north of A259, Eastbourne Road and west of Exceat Bridge.*” The development is referred to through the submission documents as ‘construction compound’.

1.2 Background

The proposal forms part of the wider Exceat Bridge Replacement (SDNP/21/02342/FUL) proposal, which was submitted to SDNPA in April 2021 and approved with signed S106 in July 2023.

Exceat Bridge Replacement (SDNP/21/02342/FUL) application proposes two temporary site compounds, the main compound 700m west of Exceat Bridge Replacement and an on-site compound. This application replaces the proposals for the main site compound proposed in SDNP/21/02342/FUL to re-locate closer to Exceat Bridge site.

The new site location has been selected in collaboration with the landowners’ agents.

1.3 Application site location and context

The site sits within Lewes District Council (LDC) and is within SDNP, which is administered by SDNPA.

The site compound falls within the administrative boundary of SDNPA.

The site compound is approximately 4220m² in size. This area includes all the land necessary for the storage, parking and welfare facilities that carry out the site compound including land required for access to the site from the public highway (A259).

1.4 Pre-application Advice

Meetings have been undertaken with SDNPA on the scope of the application and what documentation was required alongside the minor full application. SDNPA requested the application to be supported by a Non-Statutory Environmental Assessment Report which has been submitted with the application.

2. Description of proposal

2.1 Existing site

The original site compound within application SDNP/21/02342/FUL was located within the same parcel of land west of Exceat bridge, next to Seaford village, along the A259. The proposed construction compound is located on the southwestern extent of Suttons Field Farm (Dymock Farm ESX60435). Figure 1 shows the location of the existing site compound in relation to the Exceat Bridge Replacement in the red line boundary.

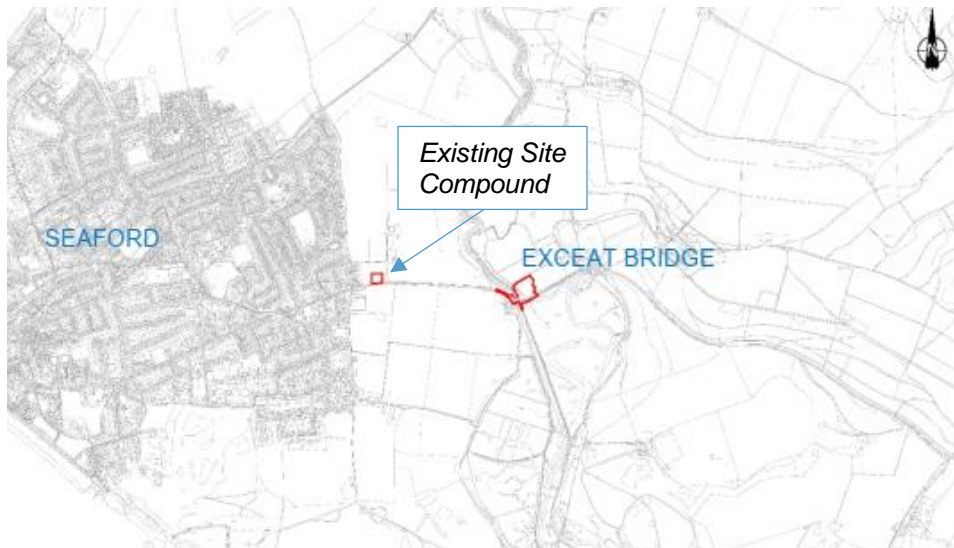


Figure 1 – Existing Site Compound location

2.2 Proposed site

The proposed new site compound within this application would be located circa 500m East of the previous site compound, along the A259, and still within Suttons Fields Farm (Dymock Farm). This site compound would be circa 200m West of the Exceat bridge red line boundary. Figure 2 shows the location of the proposed site compound in relation to the Exceat Bridge Replacement works boundary (delimited by the blue line on figure 2).

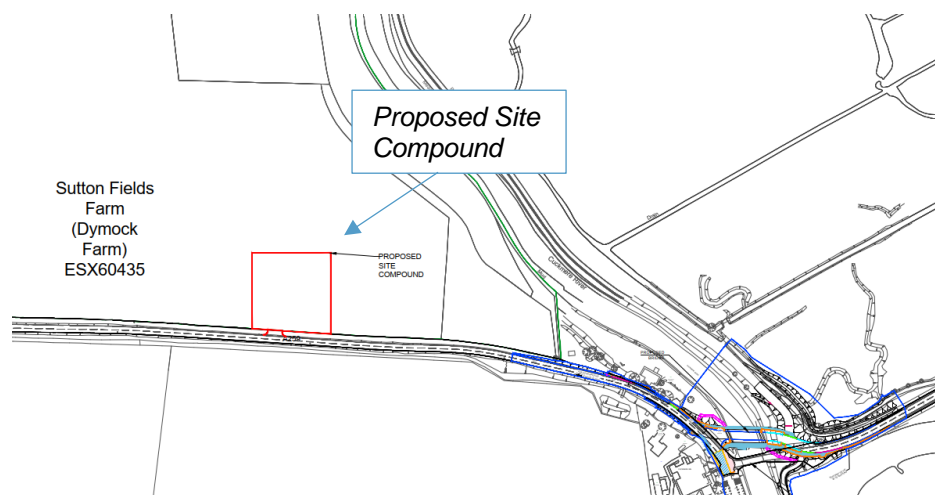


Figure 2 – Proposed construction compound location

3. Construction, operation, working hours and decommissioning

3.1 Construction

The construction of the construction compound would include the following activities as outline below:

- Soil storage area
- Material and plant lay-down area
- Security kiosk
- Crane Platform
- General storage area
- Diesel generator
- Septic tank
- Welfare facilities (including offices, toilets and smoking area)
- Parking area for 30 cars

The duration of the construction work would be 22 months and is anticipated to commence in early 2024.

3.2 Operation

It is expected 21 HGVs vehicles per day (42 two-way movements). It is currently envisaged that HGV movements will only occur after 09:30 and will cease before 15:30 hours (6-hour period) therefor it is envisaged that the network will generate 7 HGV movement per hour

3.3 Working hours

Normal working hours are between 07:30 and 16:30 between Monday and Friday. Only under exceptional circumstances with the requirement for evening working arise, which is currently limited to two night-sifts between 21:00 and 05:00 for the positioning of the bridge girders.

As far as practical, there will be no weekend working.

Any work outside of normal working hours will be agreed with the EHO at SDNP and notice will be given prior to the works to the residents. A representative will be available on site during working hours to answer queries or address any concerns expressed by members of the public.

3.4 Decommissioning

Once the Exceat Bridge works are complete and the temporary construction compound is no longer required, the land would be handed back to the previous landowner in the same condition and for the same land use as when works commenced. All assets placed above and below ground within the RLB would be removed and the landscape would be reinstated to arable land and replaced vegetation would be established.

3.5 Reinstatement and enhancement

Landscape reinstatement would include replacement of any cropland lost to facilitate the construction compound, including sections of heathland/shrubs.

The construction compound will result in temporary loss of the area shown in Figure 2 during construction, which will be returned to agricultural use during operation. Soil Management Measures will be put in place to ensure that the agricultural quality of this land is not adversely affected during construction.

4. Design

4.1 Context

The site compound has 6 distinct areas:

- Soil storage area
- General storage area (open)
- Enclosed storage facilities (containers)
- Hazardous and chemicals storage (impermeable hard surface)
- Welfare facilities (containers)
- Parking area (no. 30)

These areas are lay on a gravel surface to allow permeability and to be able to restore the area back to farmland after the construction of the bridge is concluded.

The site will be fenced with a 2.1m solid fence and the entry will be secured by a guard and gate.

4.2 Lighting strategy

Construction lighting is expected to be required during the winter months to aid with safe return of workers to the compound site. However, the lighting duration would be limited to be off after dusk period during winter months, it is envisaged this will reduce the impacts of ALAN. As the proposed Project is situated within a Dark Skies Area and as poorly directed lighting will have an adverse effect upon local ecology, reflecting upon the SSSI status of the works site, controls would be placed upon construction lighting via the CEMP:

- As works would normally cease at 16:30, construction lighting would only be required within the works site prior to dusk and for the safety of the workforce.
- To achieve the ecological and Dark Skies Area objectives the following controls would be placed upon construction lighting.
- All work site lighting to be extinguished before 07:00 and after 17:00 unless extensions are agreed with the SDNPA.
- A lighting strategy plan is to be prepared and submitted to SDNPA for approval prior to the commencement of works.
- Weekly inspection of the location and orientation of the lighting shall be undertaken by the Environmental Manager to address any inadvertent or temporary repositioning of the equipment.

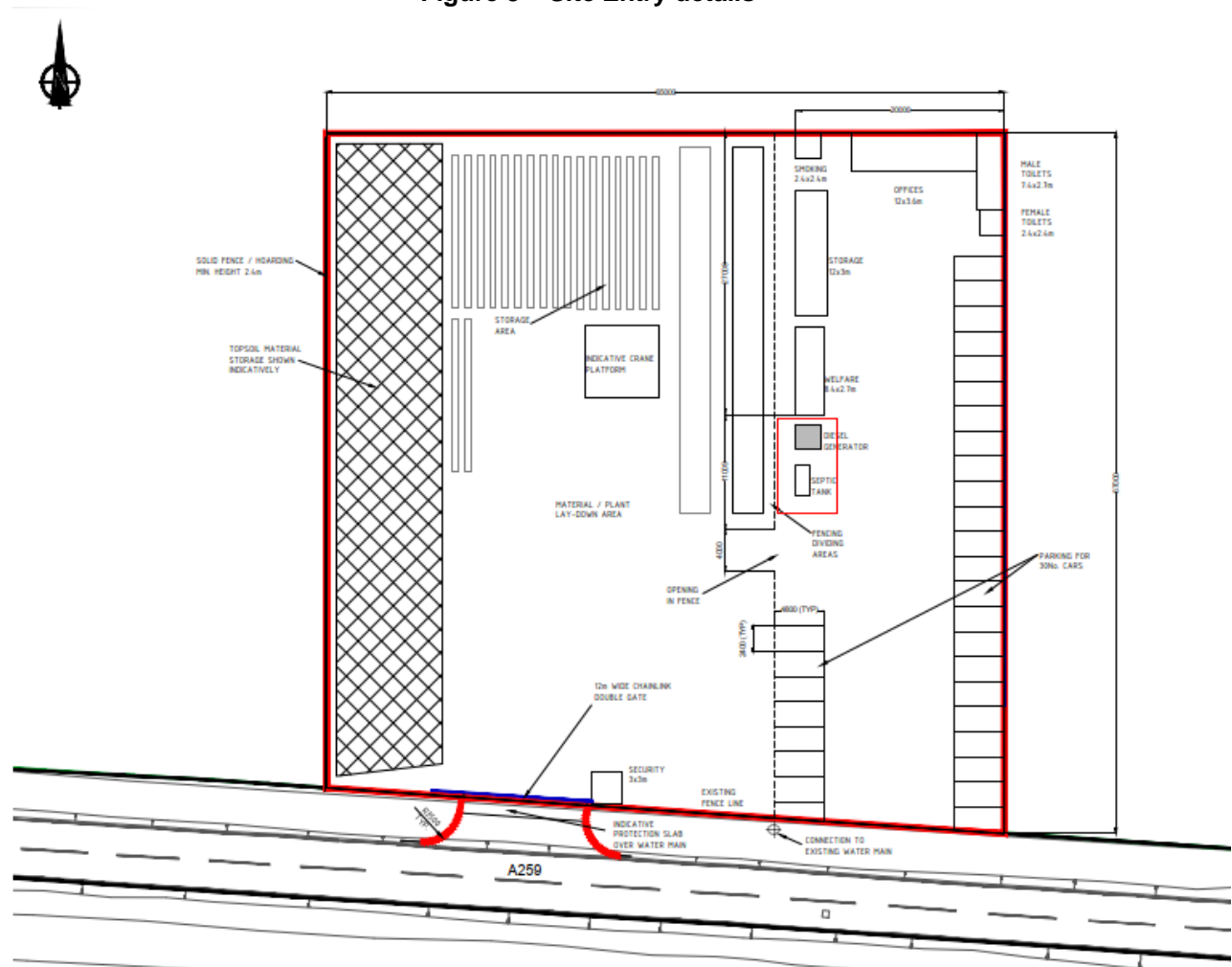
5. Access

5.1 Proposed access

The proposed access would be a bell mouth entry of circa 5m from the A259 to the construction compound. This would require the removal of a small section of the existing heathland/shrubs.

The location of the site entry on a straight stretch of the A259 will allow the recommended visibility splay to be achieved. Please refer to Figure 3 for site entry details.

Figure 3 – Site Entry details



The roads are of an appropriate width for the types of vehicles to manoeuvre and pass each other.

All vehicles used on the project will be required to stay well below the speed limits on the routes used for access to the sites and construction compound. All drivers will be briefed and supplied with a driver information pack highlighting all of the various route limitations.

5.2 Temporary Site Signage

There would be a strong emphasis on safety and minimising the disruption to existing traffic. Appropriate signage would be in place to guide construction traffic in and out of the construction compound.

The location of signage would be developed in consultation with ESCC and would be in accordance with the Traffic Signs Regulations and General Directions 2016. Signage would be installed locally to advise construction traffic of the permitted routes, the routes permitted with restrictions and the excluded routes.

Where pedestrian and cycle routes are closed to facilitate the works, diversion signs will be provided. These will be provided in line with the Traffic Signs Regulations and General Directions 2016 and the requirements of ESCC as Local Highways Authority.



Figure 4 - Example of a construction sign

5.3 Construction Movements

The construction traffic generation estimates would be derived from the construction timeline. Estimates likely material quantities for each stage, and knowledge of construction vehicle loading capacities are set out below.

The forecast of construction related trips would be further developed after the construction programme is developed and a contractor is appointed. It is anticipated that the majority of the future construction traffic flows would generally take place out of peak hours when traffic levels on the local road network are lower.

Typical forecasts of construction vehicle movement per hour have been calculated, with these numbers being disaggregated by the general assumptions set out below:

- Each month compromises of 22 working days.
- Each day compromises of 10 working hours (8 hours for HGV movements).

It is considered that there would be (on average) 21 HGVs vehicles per day (42 two-way movements). It is currently envisaged that HGV movements will only occur after 09:30 and will cease before 15:30 hours (6-hour period) therefore it is envisaged that the network will generate 7 HGV movement per hour. It should however be noted that no HGV movements will interfere with the local highway network AM or PM peak hours.

6. Planning policy context

6.1 National Planning Policy Framework (NPPF) (2021)

Section 70(2) of the Town and County Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended), require applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise. This is transposed into the NPPF (The Department for Levelling Up, Housing and Communities, 2021).

The NPPF sets out the Government's planning policies for England and how these should be applied and is a material consideration when determining a planning application.

Central to national planning policy is a 'presumption in favour of sustainable development'. Paragraph 11 of the NPPF highlights that, for the determination of planning applications, this means:

- 'Approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
- the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole'.

The presumption in favour of sustainable development is at the heart of the NPPF. Paragraph 8 of the NPPF explains that achieving sustainable development means the planning system has three overarching and interdependent objectives:

- *'An economic objective – to help build a strong, responsive and competitive economy, ... by identifying and coordinating the provision of infrastructure;*
- *a social objective - to support strong, vibrant and healthy communities, by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural wellbeing; and*
- *an environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including mitigating and adapting to climate change.'*

The NPPF Paragraph 9 states '*...decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.*'

6.2 Local policy

The site crosses two Local Authority boundaries, Lewes District Council (LDC) and is within SDNP, which is administered by SDNPA.

Documents reviewed as part of the planning policy review comprised:

- South Downs Local Plan (July 2019)
- Seaford Neighbourhood Plan (February 2020)
- Lewes District Joint Core Strategy – Local Plan Part 1 (May 2016)
- Lewes Local Plan Part 2: Site Allocations and development management policies (February 2020)
- Saved policies of the Lewes District Local Plan (March 2003)

7. Planning assessment

7.1 Introduction

The proposed construction compound falls within the administrative area of SDNPA and, therefore, the SDNPA Local Plan (2019) is a material consideration for the determination of the proposed scheme. The planning process under the TCPA (1990) is a plan-led system where applications in accordance with the Development Plan are permitted unless other material considerations indicate otherwise; therefore, there is a presumption in favour of the proposed scheme as it is in accordance with planning policy. Policies indicated in the SDNPA Local Plan, Seaford Neighbourhood Plan and Lewes District Joint Core Strategy Parts 1 and 2 are material in the determination of this application.

This section sets out the Planning Assessment for the proposed construction compound against the relevant policies contained in the development plan and other relevant material considerations. An assessment of the compliance of the proposals against the relevant policies is discussed below. This chapter draws upon summaries and conclusions from the environmental assessments and other relevant technical documents prepared to aid the determination of the application for the construction compound.

7.2 Principle of development

The overall strategic aims of the NPPF set out a compelling need for development of the transport network to support further economic development, employment and housing. This planning application supports the delivery of the Exceat Bridge application by enabling the construction of the proposed re-alignment of the bridge to start, delivering the benefits of the scheme to the public as soon as practicable.

NPPF Paragraph 8 sets out the three overarching objectives of the planning system to achieving sustainable development, which are the economic objective, the social objective and the environmental objective. The NPPF describes the economic objectives as ‘to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure’.

NPPF Paragraph 81 states that ‘decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, considering both local business needs and wider opportunities for development.’

It is therefore considered that the principle of the construction compound is supported by **NPPF paragraphs 8 and 81**, the construction compound would create the conditions for growth by enabling the delivery of the new Exceat Bridge.

7.3 Landscape & visual

Chapter 12 Achieving Well-designed Places and Chapter 15 Conserving and Enhancing the Natural Environment of the **NPPF** set out the government's overarching intentions with regard to ensuring high-quality design and conserving and enhancing important landscape features.

NPPF Paragraph 130 states that: 'Planning decisions should ensure that developments: ...

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting....'

NPPF Paragraph 176 places 'great weight' on conserving and enhancing landscape and scenic beauty in National Parks.

Seaford Neighbourhood Plan (SNP) Policy SEA1 requires development within the SDNP should have a landscape approach to design.

Potential landscape and visual impacts associated with construction of the construction compound would be caused by the removal of vegetation to allow for the creation of the new site access. The construction activity and enabling works would cause temporary disruption to the landscape and temporarily detract from the rural character of the arable landscape.

Potential landscape and visual impacts would be caused by the presence of the construction compound and associated lighting, fencing and parked vehicles. However, the positioning of the compound will ensure screening from existing hedges for road users.

Embedded mitigation for landscape and visual effects includes the design of the construction compound to avoid existing vegetation, including adjacent hedgerows.

Landscape reinstatement would include replacement of any cropland lost to facilitate the construction compound, including sections of heathland/shrubs.

Overall, this will result in an effect of Negligible Significance to the landscape and agricultural use of the area.

7.4 Ground Contamination

SDNPA Policy SD55: Contaminated Land requires developments with either known or suspected contamination require the submission of robust evidence regarding investigations and remedial measures.

Preliminary and detailed Unexploded Ordnance (UXO) threat and risk assessments were undertaken by 6 Alpha Associates (October 2017 and January 2019) as part of the PSSR and in advance of the 2019 GI works. Both assessments found the risk level posed by UXO to be very high.

SDNPA Policy SD2: Ecosystem Services requires development to "*g) Conserve and enhance soils, use soils sustainably and protect the best and most versatile agricultural land*".

The construction compound will result in temporary loss of the area shown in Figure 2 during construction, which will be returned to agricultural use during operation.

Measures will be put in place to ensure that the agricultural quality of this land is not adversely affected during construction. Overall, this will result in an effect of Negligible Significance to agricultural land. Potential effects on agricultural land and mineral resources have therefore been scoped out.

7.5 Heritage coast

SDNPA Strategic Policy SD18: The Open Coast states that development within the Sussex Heritage Coast will not be permitted unless they:

ii. Are necessary for the operational needs of activities in support of the Heritage Coast.

SNP Policy SEA1 requires the protection of the Heritage Coast character.

The construction compound is essential to deliver Exceat Bridge Replacement which will support the National Parks operations as a tourist attraction and housing a strategic road network.

The construction compound will result in temporary loss of the area shown in Figure 2 during construction, which will be returned to agricultural use during operation. Measures will be put in place to ensure that the agricultural quality of this land is not adversely affected during construction.

Overall, this will result in an effect of Negligible Significance to the character of the area.

7.6 Pollution and Air Quality

SDNPA Policy SD54: Pollution and Air Quality states that development proposals will be permitted where they follow best practice methods to reduce levels of dust and other pollutants arising during a development from demolition through to completion.

Given that the works are to occur within a floodplain, it is not expected that materials and soils would be able to be stored at the works site. Instead, materials would need to be transported to and from the construction compound.

Given that the soils would be removed from an area with a high-water table, it is anticipated that wet sediment would be trafficked on to the highway. Consequently, road sweeping operations would be required immediately after the movement of materials to and from the works site.

While the suppression of dust is frequently achieved using water, there is a risk that the excessive use of water particularly in the vicinity of the bridge could lead to increased sediment loading of runoff entering the river. To suppress dust at works in the vicinity of the Cuckmere River, a fine suppressive spray rather than a high-pressure spray shall be deployed.

The relocation of the site compound eastward compared to the 2021 site compound will reduce the number of sensitive receptors (e.g., residential properties) within 350m (the distance over which the Institute of Air Quality Management (IAQM) suggests that construction dust effects have the potential to occur).

Consequently, the potential for dust effects to occur during the construction phase of is likely to be reduced compared to that reported in the ES Addendum, 2022. However,

the overall risk of dust effects associated with the construction phase which ultimately determines the type and level of mitigation required, remains unchanged, as this risk is driven by the proximity of sensitive receptors to the construction works at Exceat Bridge itself, rather than to the site compound.

It is considered that with an appropriate CEMP implemented, there will be No significant effects on air quality during the construction phase of the Project.

SDNPA Policy SD54: Pollution and Air Quality requires development to provide no significant negative affects on “*air, noise, vibration....*” taking cumulative impacts and mitigation into account. It continues to state that all developments must have regard to **any relevant Air Quality Action Plan (AQAP)**.

Similarly, **NPPF Paragraph 186**, requires developments to take Air Quality Management Areas into account.

Currently, there are two AQMAs within LDC administrative boundary, both of which have been declared due to exceedances of the annual mean NO₂ AQO. These are:

- Lewes Town Centre, located in the centre of Lewes
- A1259 Newhaven Ring Road, which covers the centre of Newhaven

As the ARN does not extent into these AQMAs they are considered unlikely to be affected by the Project and construction compound.

There would be no significant effects on air quality as a result of the construction or operation of the construction compound. It is therefore considered that this approach is in accordance with **NPPF Paragraph 186** and **Policy SD54: Pollution and Air Quality**.

7.7 Noise

SDNPA Policy SD54: Pollution and Air Quality requires development to provide no significant negative affects on “*air, noise, vibration....*” taking cumulative impacts and mitigation into account.

Construction noise will be controlled by the application of BPM under Section 72 of CoPA 1974 and good practice under BS 5228 Part 1: Noise (BSI, 2014) throughout the construction period. These measures are included within the SEC as presented in Section 17 of the Non-Statutory Environmental Report and have been included within the CEMP.

7.8 Biodiversity

SDNPA Core Policy: Land Use and Wildlife states development must protect and restore biodiversity and create new natural habitats through good land use and integration into the built environment.

SDNPA Policy SD9: Biodiversity and Geodiversity states that development will be permitted where proposals conserve and enhance biodiversity, including restoring existing habitats.

Temporary habitat losses through direct impacts arising from the construction and use of the compound have been calculated as part of the BNG assessment (refer to Appendix 9.8 of the Non-Statutory Environmental Report). Impacts are temporary as habitats; arable crops, grassland, and heathland and shrub, of negligible value, would be reinstated following the end of the construction period.

Post-construction, disturbed habitats in temporary working areas would be returned to their original condition or better and enhanced where possible as quickly as possible to minimise loss of ecological function and colonisation by invasive plants.

Mitigation for habitats in the compound would commence once all works have been completed and the compound is dismantled, when planting and other works required to initially establish the target habitats would be carried out.

NPPF Paragraph 5.77 states: *“Legally protected species which are prominent in the National Park, and which could be affected by new developments include but are not restricted to all wild birds, all native species of bat, great crested newt and badger and, in rivers, water vole, brown trout, river lamprey and European eel. Where there is a reasonable likelihood that a protected species may be present and affected by a proposal, comprehensive surveys will need to be undertaken to provide the evidence needed to allow a determination to be made and licenses to be sought where necessary”*.

“all wild birds...” All vegetation suitable for breeding birds would be removed before the start of the works, outside of the normal bird breeding season (March - August), with the exception of certain areas where removal is to be delayed protecting other species.

Should any construction or habitat removal works need to be undertaken within the bird breeding season where suitable bird breeding habitat exist, a site check for breeding birds would be undertaken by the EcCoW no more than two days prior to works commencing.

If breeding birds, or nests (including the beginnings of a nest) are found during the works, these would be left intact until the young have fledged, or the nest becomes disused. All work that could cause disturbance would cease and the EcCoW would define the work exclusion zone and its duration.

Unmitigated noise disturbing activities should be restricted where possible during the winter period and ideally undertaken between May and August inclusive to reduce impacts to wintering (water) birds if there is no conflict with requirements of breeding birds.

“great crested newt ...” Due to the low but non-negligible risk of Great Crested Newts (GCN) occurring in compound area, any works to take place in this area should be done following the measures laid out in a Precautionary Method of Working (PMW) which should be included within the Environmental Management Plan or equivalent for the works, and included as part of the construction contractors working method statement pack

Should GCNs be discovered during construction, works would cease and the advice of the EcCoW sought. A strategy would be agreed with Natural England potentially requiring a disturbance licence.

Vegetation clearance in the area is to be undertaken during the GCN active period between March and October.

“all native species of bat...” Compound lighting measures are to be put in place to address any risk to bats from lighting, particularly during the spring/summer when slower broad-winged species (*Myotis* sp. bats) would tend to avoid illuminated areas. Other bat species (pipistrelle bats) may exploit the increased insect concentrations present due artificial light sources.

However, the main objective will be to reduce impacts to bats and the International Dark Sky Reserve. Controls will be put in place on compound lighting, so the ecological and Dark Skies Area objectives are achieved.

With the implementation of the mitigation measures outlined above it is considered that the construction compound is in accordance with the national and local policies as set out above.

7.9 Lighting

NPPF Paragraph 185 outlines that *“planning policies and decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.”*

Strategic Policy SD8: Dark Night Skies states that development proposals must demonstrate that all opportunities to reduce light pollution have been taken and must ensure that the measured and observed sky quality in the surrounding area is not negatively affected.

Construction activity would be primarily limited to day-time hours, 07:30 to 16:30 Monday to Friday. The construction compound is anticipated to operate over longer hours than the works site, with the lighting of the construction compound to be agreed between the delivery partner and the SDNPA.

Operational road lighting has been reduced in terms of the number of lanterns and further consideration is to be given to the introduction of vehicle activated lighting during the period 12:00 to 03:30.

As construction activities would not extend beyond 16:30 at the works site, construction lighting would not have a bearing upon the dark skies policy.

To achieve the ecological and Dark Skies Area objectives the following controls would be placed upon construction lighting.

- All work site lighting to be extinguished before 07:00 and after 17:00 unless extensions are agreed with the SDNPA.
- A lighting strategy plan is to be prepared and submitted to SDNPA for approval prior to the commencement of works.

- Weekly inspection of the location and orientation of the lighting shall be undertaken by the Environmental Manager to address any inadvertent or temporary repositioning of the equipment.

A lighting strategy plan is to be prepared and submitted to SDNPA for approval prior to the commencement of works, in line with the procedures outline above. It is therefore considered that this approach is in accordance with **NPPF Paragraph 185** and **Strategic Policy SD8: Dark Night Skies**.

7.10 Sustainability

SDNPA Paragraph 4.27 Sustainability Transport encourages low and zero carbon modes of transport to reduce emissions and dependence on fossil fuels.

SDNPA Paragraph 4.27 Sustainable Materials also states that where possible, developers should use local, reclaimed, renewable and recycled materials in construction and products to minimise transport emissions.

Alternatives to diesel would be sought by the delivery partner which would include:

- Grid connection for the provision of power to site welfare and facilities.
- An off-grid power supply integrating solar and battery with back-up diesel.
- Hybrid generators with supporting battery

At least one electric vehicle charging station would be provided in accordance with SD22.2 and SD48.3 regulations from SDNPA. A standard 7.2kW pedestal charger is recommended.

The use of zero (BEV or FCEV) or low emissions (hybrid) transport for materials would be used where commercially available. The supply chain would be made aware of this requirement during the procurement process.

Materials would be locally sourced to reduce vehicle journey time where commercially acceptable. Similarly, licensed waste disposal contractors from the local area would be used where commercially acceptable.

Measures proposed to reduce transport emissions through the use of local materials and low emission vehicles enables compliance with Paragraph 4.27 of the SDNPA Local Plan.

8. Summary and conclusion

8.1 Summary

This PDAS has been prepared to support a full planning application to SDNPA on behalf of the applicant (East Sussex County Council) *the creation and use of a temporary construction compound including access onto the A259, car park, storage yard, welfare and office facilities to support the Exceat Bridge Replacement (SDNP/21/02342/FUL) development, on land to the north of A259, Eastbourne Road and west of Exceat Bridge.*

The proposal forms part of the wider Exceat Bridge Replacement (SDNP/21/02342/FUL) proposal, which was submitted to SDNPA in April 2021 and approved with signed S106 in July 2023.

Exceat Bridge Replacement (SDNP/21/02342/FUL) application proposes two temporary site compounds, the main compound 700m west of Exceat Bridge Replacement and an on-site compound. This application replaces the proposals for the main site compound proposed in SDNP/21/02342/FUL to re-locate closer to Exceat Bridge site.

8.2 Conclusion

Policy assessments in terms of landscape and visual, ground contamination, air quality, noise, biodiversity, lighting impacts show that the temporary impact of the construction compound on its surroundings would be limited, and appropriate mitigation is proposed to restore site post-use.

In conclusion, the construction compound complies with the NPPF and the adopted local development plans, and that in accordance with the presumption in favour of sustainable development, it is considered that the construction compound should be approved.