

Eleven ♦ Pumping station accessibility

PROPOSED ACCESS ARRANGEMENTS

11.1 Access to the pumping station would be gained from the existing Portobello headworks access road on the southern side of the A259 South Coast Road. This section of the A259 is a dual carriageway with a dedicated right-turn lane serving the headworks in the central reservation. The road has two lanes westbound and one lane eastbound, and is subject to a 50 mph (80.5 kmh) speed limit at this point.

11.2 Within Southern Water's site, an access road runs down to the existing headworks building at the foot of the cliffs by a cutting and ramp. The northern section of this access road would be permanently diverted by about three metres to the south over a length of 80 metres to provide room for construction of the pumping station. The access road already ramps down sufficiently steeply from the A259 level of approximately 30 metres AOD at the site entrance, allowing the main pumping station hall level to be set at 20 metres AOD.

11.3 A vehicle access track would be provided for the two reception shafts. This would branch off the existing access road to the west of the pumping station and would pass via reception shaft 1 over the roof of the main hall to reception shaft 2. Gradients of the track would be limited to 1:10 at the steepest. Access to the wet well of the pumping station and the pump discharge chamber would be from within the pumping station main hall.

11.4 The predicted road traffic volumes associated with the construction and operation of the proposed pumping station are set out in chapter 11 of the *Environmental Statement* that accompanies Southern Water's planning application. The proposed pumping station access arrangements were made clear during the public consultations summarised in chapter three. No specific points that might influence access design were identified, and the Highway Authority subsequently confirmed the acceptability of these arrangements.

CONSULTATIONS

11.5 The proposed arrangements for pumping station access were included in the wider project consultations, described in chapter three of this document, and were also discussed directly with the county highways authority. In view of the fact that the proposed pumping station would be a low generator of operational traffic, and would be served by an existing access road that is itself only lightly used, the proposed access arrangements were accepted by the county highways authority and gave rise to no significant objection from the public and other consultees.

PUBLIC RIGHTS OF WAY AND PEDESTRIAN ACCESSIBILITY

11.6 A footway runs alongside the site along the southern side of the A259 South Coast Road. There is also public access to the clifftop to the east and west of the headworks, and to the promenade and beach below, which can be reached via a public footpath and steps to the east of the site.

11.7 None of these public rights of way will be affected by the proposed pumping station development. No new public access across Southern Water's Portobello site is proposed.

PUBLIC TRANSPORT

11.8 The A259 South Coast Road is served by regular bus services between Brighton to the west and Peacehaven and Newhaven to the east. These services should improve as a consequence of current works to provide a dedicated bus lane along sections of the A259. Some pumping station staff might thus be able to use these bus services to travel to work, although the pumping station would be largely automated and operational staff might, in practice, need to visit the Portobello site by car or van as a part of routine inspection tours of wastewater flow transfer infrastructure.

LORRY, CAR AND CYCLE PARKING

11.9 The proposed pumping station includes an internal loading bay capable of accommodating a lorry.

11.10 There is already ample car parking space for Southern Water staff within the Portobello headworks site, along with provision for secure cycle parking.

EMERGENCY SERVICE ACCESS

11.11 Access to the pumping station will be from the A259 along the existing site road, which is suitable for emergency vehicles.

SIGNAGE AND LIGHTING

11.12 It is not anticipated that any additional signage would be provided on the public highway. Signage would be provided within the site as necessary for operational purposes.

11.13 External lighting would be provided to illuminate the working areas in the site but this would only be activated when required. Task lighting would be located at the entrance to the building. No additional permanent lighting would be required in association with the pumping station.

ACCESS MAINTENANCE

11.14 The pumping station access will be inspected for physical damage on an occasional basis, and any significant surface defects will be repaired as required.