

**Agenda Item No:** 9.10 **Report No:** 98/17  
**Report Title:** Cliff Tops at Peacehaven (The Promenade)  
**Report To:** Cabinet **Date:** 26<sup>th</sup> June 2017  
**Cabinet Member:** Cllr Bill Giles  
**Ward(s) Affected:** Peacehaven  
**Report By:** Nazeya Hussain, Director of Regeneration and Planning

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**Purpose of Report:**

To seek Cabinet approval to undertake works to reduce deterioration of the road surface at The Promenade, Peacehaven.

**Officers Recommendation(s):**

- 1 To delegate authority to the Director of Regeneration and Planning, to engage contractors to specify and carry out works designed to reduce deterioration of the road surface at key points along the Promenade, Peacehaven in line with Option 2 within the body of this report.
  - 2 To set aside funding of up to £30,000 to develop an access road drainage plan in conjunction with any repair or improvement works carried out.
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## Reasons for Recommendations

- 1 To reduce the risk of accidents due to the poor road surface along the cliff tops at Peacehaven.

## Information

### 2

- 2.1 For a number of years, the Council has received complaints from residents in Peacehaven about the poor condition of the access road along the cliff-tops to their properties. The road is not adopted and is therefore not maintained by ESCC. It is owned by LDC and the residents have no obligation to keep the roadway in good repair.
- 2.2 The road surface was never designed to take the weight or volume of traffic that now uses it. It has also become a 'rat run' for delivery drivers and the surface is breaking up with deep ruts and considerable ponding in wet weather.
- 2.3 LDC have historically undertaken repairs to the road. These have been of varying standards and at times in an unsuitable material for the existing roadway. There is no positive water drainage system present and water drains with the contours of the land which washes out any fine content in the loose road surface, leaving it more susceptible to breaking up.
- 2.4 The Promenade is divided into 4 sections (see appendix A), these are:-
  - (a) Bayview Avenue to Cornwall Avenue
  - (b) Mayfield Avenue to Roderick Avenue
  - (c) Cairo Avenue South to Lincoln Avenue South
  - (d) Rowe Avenue to Phyllis Avenue
- 2.5 There are broadly three options to consider:
  - (a) Option 1:

Carry out essential works only. Cost estimate £100,000. This would involve patching-in of the road surface at the junctions with a suitable material; re-profiling the corner to Mayfield Avenue to shed surface water; and installing drainage grips to divert water and minimise the washing out of fines.
  - (b) Option 2:

Carry out essential works and improve drainage. Cost estimate £175,000. This option would include all of the works in Option 1, but also construct turning areas at the junctions with the adopted road to

encourage motorists to turn, rather than use the roads at right angles to the Promenade, therefore reducing traffic and associated wear.

**(c)** Option 3:

Install a new carriageway. Estimated cost £1,000,000 plus. It would be possible to install a completely new carriageway, but the cost is prohibitive and may actually encourage more traffic diverting from the A259.

- 2.6** Of the three options identified, option 2 would appear to be the most cost-effective and it is recommended that option 2 is implemented.
- 2.7** The access roads lie at certain locations within a few metres of the cliff edge and at other sites many tens of metres away. The cliff is at risk of erosion from weathering and erosion from the top of the cliff and from the sea at its toe where there are no cliff defences. There is also a risk of major rock falls or slips. The last occurred in the wet winter of 2000. The plan at Appendix C illustrates where there are sea defences.
- 2.8** Lewes District Council has permissive power under the Coast Protection Act 1949 to take steps to manage the risks posed by the erosion of the coast. In 2014 with Brighton and Hove City Council, LDC commissioned a study into the long term management of the coast. The result was the Brighton to Newhaven Coastal Management Implementation Plan (CMIP).
- 2.9** CMIP provides an understanding of how this stretch of coastline is likely to change due to the action of the sea over next 100 years. It identifies properties, roads, and infrastructure along the coast and seeks to estimate when these items may be at risk if no further steps are taken to manage the coast. The plan also examined how the coast is likely to develop utilising current understanding of how the sea behaves by working with leading experts on chalk cliffs and analysing how a changing climate may impact on the coast in the future.
- 2.10** CMIP explores many options for how we manage the coast, but points that are directly pertinent to the provision of improved access roads along the cliffs tops are:
- (a)** Need to undertake regular monitoring of the cliff tops to assess how the cliff edge is retreating.
  - (b)** Undertake yearly assessment of the development of the cliff faces to identify potential rock falls or slips
  - (c)** Monitor the status of the cliff top defences and undertake repairs and relocation of the fences as and when necessary
  - (d)** Improvement to the management of rain water running of the cliff access roads and so reducing the risk of cliff top erosion and the potential for rock falls from the cliff faces

- (e) It is therefore recommended that in taking forward any of the options identified in paragraph 2.5, that an access road drainage plan should be developed and delivered as part of the improvements to the access roads. The likely cost of the plan and improvements to land drainage in this location would be in the region of £30k.

## **Financial Appraisal**

### **3**

- 3.1 The cost of the recommended option for works to the road surface and drainage improvements is estimated to be £175,000, with a further £30,000 requested as funding for a drainage plan. The General Fund budget for 2017/18 includes £150,000 as an allocation for repairs to Council-owned assets, which is held in the Asset Maintenance Reserve pending release to specific projects. The balance held in the Reserve, is adequate to fund this project.

## **Legal Implications**

### **4**

- 4.1 The legal implications are contained within the body of this report.

## **Risk Management Implications**

### **5**

- 5.1 The risk management implications are contained within the body of the report.

## **Equality Screening**

### **6**

- 6.1 There are no equality impacts as a result of this report.

## **Background Papers**

- 7 None

## **Appendices**

## 8

Appendix A: Plan showing sections of road to be repaired

Appendix B: Photographs of road surface

Appendix C: Plan of existing sea defences