

Committee: **Regulatory
Planning and Highways Sub Committee**

Date: **15 October 2003**

Report by: **Director of Transport and Environment**

Proposal: **Winning and working of sand with restoration to a landscaped lake**

Site Address: **Novington Sand Pit and adjacent land, off Plumpton Lane,
Plumpton**

Applicant: **Dudman Aggregates Ltd.**

Application No. **LW/386/CM**

Key Issues: (i) **The Minerals Local Plan**
(ii) **Landscape**
(iii) **Nature conservation**
(iv) **Noise**
(v) **Traffic**

SUMMARY OF RECOMMENDATIONS

To grant planning permission subject to conditions.

CONSIDERATION BY DIRECTOR OF TRANSPORT AND ENVIRONMENT

1. The Site and Surroundings

1.1 The application site comprises two adjoining but distinct areas: the existing sandpit, known as Novington Sandpit which is 5ha in area and the field to the east known as Stanton's Farm, which is 4ha in area. The site is located approximately 1km to the north of Plumpton village and a similar distance to the south of Plumpton Green and to the south-west of East Chiltonington.

1.2 The existing sandpit is no longer operational and is largely worked out. It is currently a small lake due to the groundwater level being higher than the worked out part of the quarry. There are vertical banks on part of the southern boundary with shallows on the northern side and islands are visible when the water table is low. Bunds between 4-5m in height, comprising a mixture of soils and overburden are present on the northern and western boundaries of the existing sand pit and are the result of previous workings at the site. The proposed extension at Stanton's Farm is currently used as pasture for grazing stock.

1.3 Long Wood, a semi-ancient woodland, adjoins the south side of Stanton's Farm and trees and a hedgerow stand at the eastern boundary of this area with pasture to the north. Land used for pasture is also present at the southern, northern and western sides of the existing sandpit. Stanton's Farm is situated nearly 30m from the northern boundary of the Sussex Downs Area of Outstanding Natural Beauty.

Stanton's Farm Cottage adjoins the Stanton's Farm site to the north-east and residential properties are also located on the western side of Plumpton Lane, some 200m from the existing sandpit. Footpaths are present along the eastern boundary of Stanton's Farm and the western boundary of the existing sandpit. The formal route of the latter crosses the sandpit itself but an informal route has been established along its boundary.

1.4 Access to the site would be from the existing access off Plumpton Lane about 130m from the existing sandpit. A weighbridge and dilapidated office are situated at the north-western part of this area.

2. The Proposal

2.1 The proposal is for the winning and working of sand from Stanton's Farm with some extraction of unexploited reserves from the existing sandpit, with restoration to a landscaped lake or lakes. Some of the land at the northern and western sides of the site would be returned to pasture. The afteruse of the site would be largely for amenity, specifically nature conservation, and partially for agriculture. The design of the development is to restore the majority of the existing quarry early using materials from the existing bunds supplemented with quarry 'waste' produced as the Stanton's Farm extension area is worked. The excavated material would be processed and stockpiled on an area within the existing sandpit with the existing vehicular access onto Plumpton Lane retained as the sole access. Sand extraction would take place within a dewatered pit which would be pumped to an adjoining watercourse.

2.2 Restoration of the site would be carried out on a progressive basis. The quarry waste that would arise in the course of the development would be progressively placed around the steep southern faces as the excavations proceeded. This material would be progressively re-graded before final restoration works were carried out and would involve soiling and grass seeding of the banks of the lake or lakes, where appropriate, or left in such condition as to benefit wildlife. A landscaping scheme would be implemented and a five year aftercare programme would follow on completion of works.

2.3 In total, there would be extraction of between 350,000 and 380,000 tonnes of sand at a rate of up to 40,000 tonnes per annum over a period of up to 10 years. 10,000 tonnes of sand per annum would be imported for blending with the won sand.

2.4 It is expected that there would be an average of 20 lorry movements per day (10 in and 10 out) and all traffic would arrive from and depart to the south of the site. The proposed working times would be from 0700 to 1800 Mondays to Fridays and 0700 to 1300 on Saturdays. Processing at the site would commence at a later time of 0800 hours, while extraction and haulage of sand would be restricted to between the hours of 1000 and 1500 Mondays to Fridays only. Plant and machinery would include a low profile screening plant, weighbridge and office.

3. Site History

3.1 Planning permission was first granted for continued extraction of sand at Novington Sandpit in 1949. Working ceased in the 1960s, re-opened in the early 1990s but ceased again a few years ago. Under the requirements of The Environment Act 1995, the permission had to be reviewed and a new set of conditions to control working practices and provide for appropriate restoration and aftercare was approved in April 1998. One of the conditions required the cessation of mineral working by 8 April 2003 (reference MR/5).

3.2 Two planning applications were submitted in 1997/8, one to extend mineral working into the area known as Stanton's Farm to the east of the existing sandpit with restoration to a

landscaped lake and importation of sand for blending (reference LW/191/CM) and the second for the continued extraction of sand from the existing sandpit with restoration to a landscaped lake and importation of sand for blending (reference LW/215/CM). Although these applications comprised two distinct sites, they nevertheless directly related to each other and needed to be considered as one. Planning permission was granted for these applications subject to the signing of a Section 106 Legal Agreement to ensure that double-glazing was installed in the Stanton's Farm Cottages prior to the commencement of development, to protect the amenity of the occupiers of the property from intrusive levels of noise.

3.3 In the intervening period to 2002, the applicant was unable to obtain the agreement of other parties which allowed the required legal agreement to be signed. Therefore, both applications were taken back to Committee for reconsideration in October 2002. Application LW/191/CM was refused planning permission on the basis that the residential amenity of Stanton's Farm Cottage could not be protected without the implementation of the legal agreement. Application LW/215/CM was submitted solely to accommodate changes to the working and restoration arrangements associated with Stanton's Farm, and therefore without a corresponding planning permission for the Stanton's Farm site conflicted with the conditions approved in 1998 under the Review permission (reference MR/5) for the restoration of the site. Consequently, this application was also refused.

3.4 Officer's advice to Committee in 2002 was that the only way to take the proposals forward within the framework set by policy and the planning legislation was for the applicant to cover the entire development on both sites within a single comprehensive planning application.

3.5 The applicant has appealed against both refusals and these are due to be heard at a Public Inquiry in December 2003. A favourable decision in respect of the current application is likely to lead to a withdrawal of these appeals.

4. Consultations and representations

4.1 Lewes District Council raises no objection in principle but suggests that the hours relating to deliveries by lorry and operating times in general should be later than proposed. It also welcomes the restriction on lorry movements via Plumpton village.

4.2 The Environmental Health Officer also raises no objection in principle but is mindful that the development should not impact unduly on neighbouring residential properties. Therefore, recommendations are made on controlling dust emissions, mitigating noise and restricting movements of vehicles.

4.3 Plumpton Parish Council raises concerns regarding the proposed numbers of traffic movements to and from the site, the hours of working, the use of Plumpton Lane by heavy goods vehicles, the use of the Plumpton Lane junction with the B2116, potential damage to verges and the use of the site after any five year aftercare period.

4.4 East Chilmington Parish Council raises no objections in principle but notes that no material should be imported into the site; no blending of sand should take place on site; the period of extraction should be accelerated to reduce the time period of any disturbance; monies should be deposited to cover restoration costs; the hours of work should be restricted and pumping limited to the hours of work.

4.5 The Environment Agency raises no objection in principle but recommends that the piped section of ditch within the site should be reinstated as an open watercourse. There is a

preference for working to be carried out in the wet rather than through dewatering but acknowledges that the proposed restoration will be of benefit to biodiversity.

4.6 The Highway Authority notes that the existing access onto Plumpton Lane is of a substandard width and recommends that a condition should be included for the reconstruction of the access.

4.7 The Sussex Downs Conservation Board raises no objection subject to the satisfactory restoration of the whole site on a progressive basis as far as possible and being completed upon cessation of working.

4.8 The Royal Society for the Protection of Birds raises no objection but notes that the Supporting Statement has not covered the impacts on wildlife, which is a major oversight. Therefore, the RSPB is unable to determine whether the proposed restoration is appropriate mitigation for the impacts of working the site.

4.9 The Department for Environment Food and Rural Affairs confirms that it is appropriate for the applicant to specify agriculture as an afteruse for that part of the site where such a use is proposed.

4.10 English Nature notes that badgers, a protected species, are present in close proximity to the application site. Therefore, a survey should be undertaken to assess the presence of protected species at the site at an appropriate time.

4.11 The Countryside Agency has no formal representations to make on this application, although it strongly advocates the use of Landscape Character Assessment in bringing about development that is sensitive to its landscape context.

4.12 Seeboard raises no objections and has provided information on the location of its plant in the vicinity of the site.

4.13 The Ramblers' Association considers that the long term benefits will out way the short term disruption caused by the works. However, concerns have been raised on various matters including speed limits on Plumpton Lane, effects on wildlife and badgers, aftercare implementation and damage caused by vehicles outside the site.

4.14 Southern Water raises no objection.

4.15 British Gas Transco notes that it has no apparatus in the immediate vicinity of the site.

4.16 Westmeston Parish Council, The Health and Safety Executive, The Sussex Wildlife Trust and South East Water were consulted but no observations have been received.

4.17 Representations: sixteen representations have been received objecting to the scheme and one letter of support. The objections can be summarised as follows: (i) Plumpton Lane is residential and unsuitable for the proposed volume of heavy traffic. It has a weight restriction, is in a poor state of repair and is narrow in places. Vehicles would have difficulty in passing each other, especially as a coach depot is situated nearby. Road safety would be compromised and no pathways are present along the Lane. Hedgerows and verges would be damaged; (ii) there would be unacceptable levels of noise resulting from the movement of lorries and from operations to residential properties. Pollution and vibration would be caused by lorries and dust from the operations; (iii) the site is in close proximity to the AONB and would fall within the proposed South Downs National Park. The development would therefore be unsustainable; (iv) there has been a lack of restoration on the existing

sand pit. A phased restoration would be preferable. Roots of trees in Long Wood are exposed. The acoustic bunds would be unacceptable in the landscape. Waste will be imported after extraction; (v) no ecological survey has been undertaken and there could be adverse effects on wildlife; (vi) loss of grade 3a agricultural land. The sand is of poor quality and would need to be blended with imported material; (vii) the hours of operation are too long; (viii) lorries queue along Plumpton Lane before the site opens; and (ix) the operator and/or landowner has not been interested in complying with controls on previous occasions.

5. The Development Plan policies of relevance to this decision are:

5.1 The East Sussex and Brighton & Hove Structure Plan 1991-2011: Policies: S1 (sustainable development); S10 (countryside); TR1 (integrated transport and environmental strategy); EN1 (environment – general); EN2 (AONBs); EN15 (noise); EN17 & EN18 (nature conservation); MIN1 (sustainable approach to minerals); MIN2, MIN3 & MIN4 (strategy for minerals); MIN6 & MIN7 (construction aggregates).

5.2 The East Sussex and Brighton & Hove Minerals Local Plan (November 1999): Policies: 2 (minerals provision); 3 (preferred site for sand extraction); 31 (development control criteria); 34 & 35 (restoration and aftercare).

5.3 Lewes District Local Plan (March 2003): Policies: CT1 (countryside); CT3 (landscape/AONB); ST13 (noise); ST9 & ST10 (nature conservation).

6. Summary of Policy Issues

6.1 The Minerals Local Plan identifies Stanton's Farm as a preferred site for sand extraction and requires that various criteria should be applied to applications for mineral extraction to minimise the impact on both the environment and amenity. Appropriate restoration and aftercare schemes should be included as part of proposals to extract minerals.

6.2 Development Plan policies generally require that all development should be based on the principles of sustainable development, including minerals development. Such development should have a minimal impact on the environment, not create unacceptable traffic conditions, maintain groundwater levels, minimise noise and not cause damage to the AONB, ancient woodlands and other landscape and ecologically important areas. Actions to increase the extent and diversity of the natural resource will be supported, including the creation of new habitats. The best and most versatile agricultural land will be protected, as well as mineral resources.

7. Considerations

The Minerals Local Plan

7.1 The Minerals Local Plan sets out the national policy on the future supply of construction aggregates, including a requirement for the Authorities to provide, through the grant of planning permissions, a 7 year landbank for such materials. The Plan was adopted in 1999 and commits the Authorities to maintaining their share of aggregates demand in the region. However, opportunities for further land won extraction of aggregates, including sand, in the Plan area, are very limited due to the paucity of available resources and strong environmental constraints. Nevertheless, certain sites have been identified in principle for mineral working and are known as 'preferred sites'. Stanton's Farm is one of them. The Plan notes that, providing measures are undertaken to address the relevant environmental issues, the principle of sand working at this site is acceptable and as such contributes to the Plan's minerals landbank.

Landscape

7.2 The site is located within a rural, low-lying landscape of the Low Weald to the north of the prominent scarp of the Downs.

7.3 The site is visible from various locations but is not prominent in the landscape being seen against woodland and undulating land. It is important to ensure the satisfactory restoration of the site is carried out in a progressive manner to enable its proper integration into the landscape and to minimize any impacts.

7.4 The western part of the site features extensive bunding from previous mineral workings which has been used as both a material store for future restoration and as structures for screening and acoustic purposes. The extent and alignment of these bunds are in marked contrast to the gentle undulations of the surrounding land. Consequently, I consider that it would be appropriate, as part of any working arrangement, to reduce the height of the bunds while retaining their screening and acoustic qualities. In the longer term, the removal of the bunds is required as part of the restoration of the site for use in the configuration of the lakes and the restoration of adjoining land to agricultural pasture. Although the applicant has submitted information which seeks to achieve these objectives, I consider that more comprehensive schemes should be required so that working and restoration at the site can be properly detailed and managed.

7.5 I also have some concern regarding the impact of the development on Long Wood, particularly as there is exposure of tree roots at the edge of the existing sandpit and that the proposed excavations at Stanton's Farm will proceed within close proximity to the boundary trees. Although the applicant proposes to leave a strip of about 8m between the outermost trees and the excavations, I am concerned that this may not be sufficient to minimize the effect of the workings on the local water table and therefore on the health of the trees. Consequently, I recommend that the area between the excavations and the Wood should be fixed by condition against the appropriate British Standards guidance.

Nature conservation

7.6 The existing sandpit site has partially flooded and benefited from non-invasive activities over the past few years, it has gained some ecological interest by evolving into a mosaic of habitats. Although the current proposals would affect species more prone to disturbance at the sandpit, for example birds, the impact would be acceptable as the area will nevertheless continue to provide some measure of refuge in the short-term, particularly when there is little or no site working.

7.7 Some ecological survey work has recently been undertaken which confirmed the presence of badgers with potential interest for plants and other species. This survey was brief and omitted references to invertebrates which I consider to be significant given the exposed south-facing embankments and the important communities usually associated with them. Therefore, I recommend that a full ecological survey should be undertaken prior to the commencement of works to identify the species present so that the working and restoration schemes can accommodate any important species' specific requirements.

7.8 The potential for nature conservation at the existing sandpit, in conjunction with Stanton's Farm, has been recognized by the applicant and the restoration of the site has been largely designed for this purpose and is acceptable in principle. A new mosaic of habitats will be created, including shallows, vertical sand faces and hedgerows, as well as a flooded lake or lakes, which have the potential to become a significant site for wildlife in the

longer term. I consider that this approach to restoration and habitat creation for wildlife as an afteruse should be supported, particularly as it conforms with development plan policy.

Noise

7.9 Noise can be a problem at mineral sites, particularly in rural areas, such as at this site, where the background levels are generally low and sensitive receptors such as residential properties are located nearby. The previous applications could not overcome this matter.

7.10 The applicant has addressed this issue by the submission of one application, allowing the processing plant and loading operations to take place at the existing sandpit which would maximize the distance between those activities and the nearest residential properties. In order to minimize the noise levels from the processing and loading activities towards these properties, specifically Stanton's Farm Cottage, it is proposed that continuous environmental acoustic bunds should be constructed on the north side of the site up to a height of 5m. The combination of the distance and the acoustic shielding provided by the bunds, together with the local shielding provided by strategic placing of the material stockpiles, will ensure minimal noise impact at the nearest residential properties. Furthermore, in order to provide a satisfactory acoustic and visual buffer zone between the residential properties and the closest excavations and haulage routes, it is proposed that no extraction should occur within 50m of Stanton's Farm Cottage. Moreover, in order to maximize the acoustic shielding provided by the bunding, it is proposed to site the main haul route as close as possible to the bunding and therefore deep in the acoustic shadow of the bund.

7.11 Although the proposed working and noise mitigation arrangements represent a significant improvement on what had been proposed under the previous planning applications, the extent of their effectiveness has been tested and an independent noise assessment was undertaken to examine the potential noise impact of the development. It concluded that the overall maximum predicted noise levels associated with the development would be 43.7dB (A). This level falls below the level where noise concerns are identified in relevant government guidance for mineral workings and the officer's recommendation on the previous applications (the latter being set at 50dB (A) LAeq).

7.12 Therefore, subject to an appropriate condition to limit the level of noise, based on the findings of the noise assessment, I consider that the level of noise generated by this development would be acceptable and would not result in a significant adverse effect on neighbouring residential properties.

Traffic

7.13 Concerns have been raised regarding the use of Plumpton Lane by lorries associated with the proposed development and the potential effects to road safety and amenity.

7.14 Plumpton Lane is located within a rural area and the existing road network is generally substandard for large numbers of lorries. I consider that its width and alignment to the south of the site are such that the proposed numbers of lorries can be accommodated without an unacceptable adverse impact. Vehicles associated with past working of the site have mainly used this route. The proposed numbers of lorries using the Lane would be modest, averaging 20 per day, a similar number that used it when the site was previously active. The applicant has stated that lorries would only use the Lane to the south of the site, which carries no weight restrictions, a point supported by the District Council. Moreover, the Highway Authority has not raised any objections to the use of this part of the Lane for the proposed numbers of lorries.

7.15 The junction of Plumpton Lane with the B2116 at The Half Moon P.H. is substandard with poor sightlines in both directions. However, no works are possible to improve the visibility or alignment of this junction due to the adjoining land uses and topography. Notwithstanding this, because of the junction's poor geometry, traffic generally negotiates this corner with care and at a slower speed than elsewhere along the road and I am not aware that there have been any accidents resulting from lorries previously associated with sand extraction.

7.16 Given that the use of the Lane in former years did not give rise to significant problems with its capacity and that the mineral can only be worked where it is found, I do not consider that objections to the use of the unrestricted part of Plumpton Lane by lorry traffic can be justified and used as a reason for refusing this application. However, a control should be placed on the output of material from the site, thereby restricting the numbers of lorry movements along the Lane. It is also recommended that improvements to the site access are undertaken and a condition has been included accordingly.

8. Conclusion

8.1 The development is for the winning and working of sand from the existing Novington Sandpit and the field to the east known as Stanton's Farm, which is currently used for pasture.

8.2 Novington Sandpit is largely worked out and any exploitation of material would be modest. Stanton's Farm is a 'preferred site' for extraction in the Minerals Local Plan and therefore, the principle for mineral working has been established.

8.3 Although the development would result in an increase in lorry movements along Plumpton Lane compared to the current situation, there would be little change from the situation when the site was active in the recent past. The numbers of proposed movements would be modest and although concern has been raised by local residents, I do not consider that it would result in an unacceptable impact.

8.4 The level of predicted noise from the operations has been assessed in relation to the proposed working arrangements, the mitigation measures and the relevant guidance. The levels fall below those set out in national guidance and I consider that no adverse impact would result to neighbouring residential properties.

8.5 The proposed restoration scheme is acceptable in principle and represents an exciting opportunity for a beneficial nature conservation afteruse, although further details will be required to secure a more comprehensive design.

8.6 I consider that the proposal is acceptable and I recommend that planning permission should be granted subject to the conditions set out below.

9. Formal Recommendation

9.1 To recommend that the Planning & Highways Sub-Committee grant planning permission subject to the following conditions:-

1. The development hereby permitted shall be commenced before the expiration of five years from the date of this permission. Written notification of the date on which development is begun shall be sent to the Director of Transport and Environment within seven days of that date.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. Extraction of sand and restoration of the site shall be completed within a period not exceeding ten years from the date of commencement of the development hereby permitted.

Reason: To secure an appropriate timescale for the development.

3. No development shall commence until a programme for the phased working of the site has been submitted to and approved in writing by the Director of Environment and Transport. This programme shall be designed to achieve the approved restoration scheme and shall include:

- i) the area, direction, method and depth of all extraction operations which shall be detailed on a plan to a scale of 1:500 and shall include existing and proposed contours;
- ii) details of the size, design and location of any fixed buildings and structures, including the type of plant, machinery and equipment to be used on site and measures for noise attenuation;
- iii) the extent and volume of material proposed to be extracted from the existing sandpit;
- iv) the type and volume of engineering materials to be used in the construction of any site haul road and its location with all such materials to be removed from the site on completion;
- v) the location and height of all existing and proposed screening bunds and material stockpiles; and
- vi) arrangements for the prevention of pollution of ground and surface water.

All operations shall accord with the approved working programme unless details of any variations are submitted to and approved in writing by the Director of Transport and Environment.

Reason: To enable the County Planning Authority to adequately control the development in the interests of the amenity of the locality and the restoration of the site.

4.501.6. No development shall take place until there has been submitted to and approved in writing by the Director of Transport and Environment a scheme of landscaping which shall include the location and details of all existing trees and hedgerows on the land, details of those to be retained, together with measures for their protection while development is being carried out and shall include the following matters:

- i) species and location of any trees to be removed;
- ii) trees, shrubs, hedges or other planting indicating their positions and the species;
- iii) schedules of trees and plants, noting species, plant sizes and proposed densities;

- iv) specifications for any grass seeding mix;
- v) methods of planting and measures for tree and plant protection;
- vi) specifications and locations for all fencing; and
- vii) a timetable for the programme of implementation.

All works shall be carried out in accordance with the details set out in the approved scheme.

Reason: To secure an appropriate landscaping scheme for the site in the interests of the amenity of the locality.

5. No development shall commence until a detailed scheme for the progressive restoration of the site has been submitted to and approved in writing by the Director of Transport and Environment. The restoration scheme shall be carried out in accordance with the approved working programme and shall include:

- i) the restoration of access routes, areas of buildings, plant, material stockpiles and hardstandings;
- ii) the provision of water bodies for nature conservation purposes;
- iii) details of the treatment of the margins of the water areas including shallow shelving sides and the treatment of former working faces;
- iv) details of the proposed re-grading of material for the agricultural areas and water bodies;
- v) measures to ensure adequate drainage of surface and groundwater; and
- vi) a timetable for the programme of implementation.

The restoration scheme shall be implemented in accordance with the approved details, unless otherwise agreed in writing with the Director of Transport and Environment.

Reason: To secure the restoration of the site.

6. Within three months following the permanent cessation of sand extraction, all buildings, structures, plant and machinery, areas of hardstanding and haul roads associated with the development hereby permitted shall be permanently removed from the site.

Reason: To secure the proper restoration of the site.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order amending, replacing or re-enacting that Order) no fixed plant or machinery, buildings, structures and erections or hardstandings shall be erected, extended, installed or replaced at the site except with the prior written consent of the Director of Transport and Environment.

Reason: To enable the County Planning Authority to control the development in the interests of the amenity of the locality.

8. Means of vehicular access to and egress from the development hereby permitted shall be by the existing access on Plumpton Lane only.

Reason: In the interests of the amenity of the locality and highway safety.

9. No lorries shall enter or leave the site nor shall any other activity take place on the site other than between the hours of 0730 and 1800 on Mondays to Fridays and 0800 and 1300 on Saturdays and not at any time on Sundays, Public and Bank Holidays, except with the prior written consent of the Director of Transport and Environment.

Reason: In the interests of the amenity of the locality.

10. There shall be no processing at the site except between the hours of 0800 and 1800 Mondays to Fridays and no excavation and transportation of sand to the processing area except between the hours of 1000 and 1500 Mondays to Fridays and at not at any time on Saturdays, Sundays, Public and Bank Holidays, except with the prior written consent of the Director of Transport and Environment.

Reason: In the interests of the amenity of the locality.

11. No more than 40,000 tonnes of sand per annum shall be extracted from the site and no more than 10,000 tonnes of sand shall be imported into the site for the purposes of blending, except with the prior written consent of the Director of Transport and Environment.

Reason: To enable the County Planning Authority to control the development in the interests of the amenity of the locality.

12. No soils or overburden shall be removed from the site.

Reason: To secure the retention of materials on site in the interests of both the amenity of the locality and restoration of the site.

13. The level of noise emitted from the site shall not exceed a rated level of 50dB on the LAeq 1 hour index measured at the façade of Stanton's Farm Cottage except with the prior written consent of the Director of Transport and Environment. Such details shall be approved in writing by the Director of Transport and Environment before any temporary exception is commenced.

Reason: In the interests of the amenity of the locality.

14. No waste material of any description shall be imported into the site.

Reason: The site is not suitable for the importation of waste material.

15. No excavation or infilling with excavated waste material shall be carried out within 5 metres of any watercourse.

Reason: To minimise the risk of contamination to watercourses.

16. There shall be no discharge of any oil, grease, fuel or other potential pollutant to any water body or watercourse.

Reason: To minimise the risk of pollution to .

17. Any oil, fuel, lubricant and other potential pollutants shall be handled on the site in such a manner as to prevent pollution of any watercourse. For any liquid other than water, this shall include storage in suitable tanks and containers which shall be housed in an area surrounded by bund walls of sufficient height and construction so as to contain the equivalent of 110% of the total contents of all containers and associated pipework. The floor and walls of the bunded areas shall be impervious to both water and oil. The pipes should vent downwards into the bund.

Reason: To minimise the risk of pollution to watercourses.

18. No loaded vehicles shall leave the site unsheeted.

Reason: To safeguard the amenity of the locality.

19. No development shall take place until a scheme to control the emission of dust has been submitted to and approved in writing by the Director of Transport and Environment and has been fully implemented. The approved equipment shall be maintained in accordance with the manufacturer's instructions at all times until completion of the development.

Reason: In the interests of the amenity of the locality.

20. No development shall take place on the site until a written scheme of investigation and programme of implementation of archaeological work has been submitted to and approved in writing by the Director of Transport and Environment. The development shall be carried out in accordance with the approved scheme which shall be implemented in full.

Reason: To ensure that an adequate archaeological investigation is carried out at the site.

21. No external lighting shall be installed or used other than in accordance with details approved in writing by the Director of Transport and Environment.

Reason: In the interests of the amenity of the locality.

22. No development shall take place until facilities for wheel washing have been installed on site in accordance with details submitted to and approved in writing by the Director of Transport and Environment. The facilities should be maintained in working order at all times and shall be used by any vehicle carrying mud, dust or other debris on its wheels before leaving the site. No vehicle shall leave the site carrying mud, dust or debris.

Reason: In the interests of the amenity of the locality.

23. No development shall take place until details of a permanent protective fence to be erected along the length of the southern boundary of the Stanton's Farm site, at a distance of 12 metres from the centre of the outermost tree-trunks at the northern boundary of Long Wood, have been submitted to and approved in writing by the Director of Transport and Environment. No development shall take place between the line of the fence and the trees, unless otherwise agreed in writing with the Director.

Reason: To secure the protection of trees in Long Wood in accordance with British Standard 5837 (Trees in relation to Construction).

24. No development shall take place until a detailed aftercare scheme for the site, which shall include:

- i) a programme for site maintenance and management of the site, in accordance with the approved amenity (nature conservation) and agriculture afteruses; and
- ii) a timetable for the programme of maintenance and management which shall cover a period not less than 5 years from the completion of site restoration.

has been submitted to and approved in writing by the Director of Transport and Environment. The approved scheme shall be implemented in full.

Reason: To secure an appropriate aftercare scheme for the site.

25. No development shall take place until details and a timetable for the carrying out of a full ecological survey of the site have been submitted to and approved in writing by the Director of Transport and Environment. The results and recommendations of the survey shall be submitted to and approved in writing by the Director prior to the commencement of the development and the approved recommendations shall be implemented in full.

Reason: To maintain biodiversity and accommodate the ecological interest at the site.

26. No development shall take place on the site until reconstruction of the access has been completed in accordance with the specification set out in Diagram D and Section (iv) of Form HT407, which is attached to and forms part of this permission, except that which is necessary for the provision of the access.

Reason: In the interests of highway safety.

BOB WILKINS
Director of Transport and Environment
07 October 2003
P&HSUB:P15October-LW386CM

Contact Officer: Jeremy Patterson
Local Member: Councillor Mrs Margaret Stroude

Tel. No. 01273 481626

BACKGROUND DOCUMENTS

Planning application file LW/386/CM.

Planning reference files LW/191/CM, LW/215/CM & MR/5.

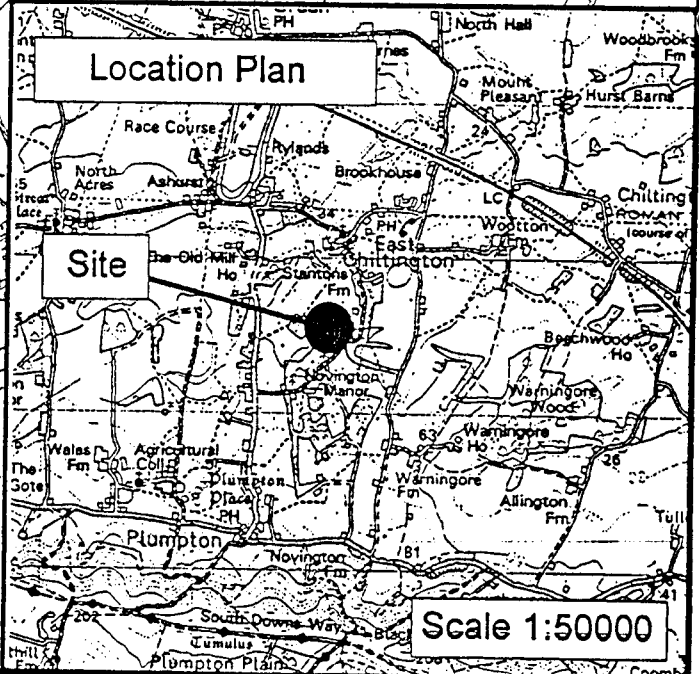
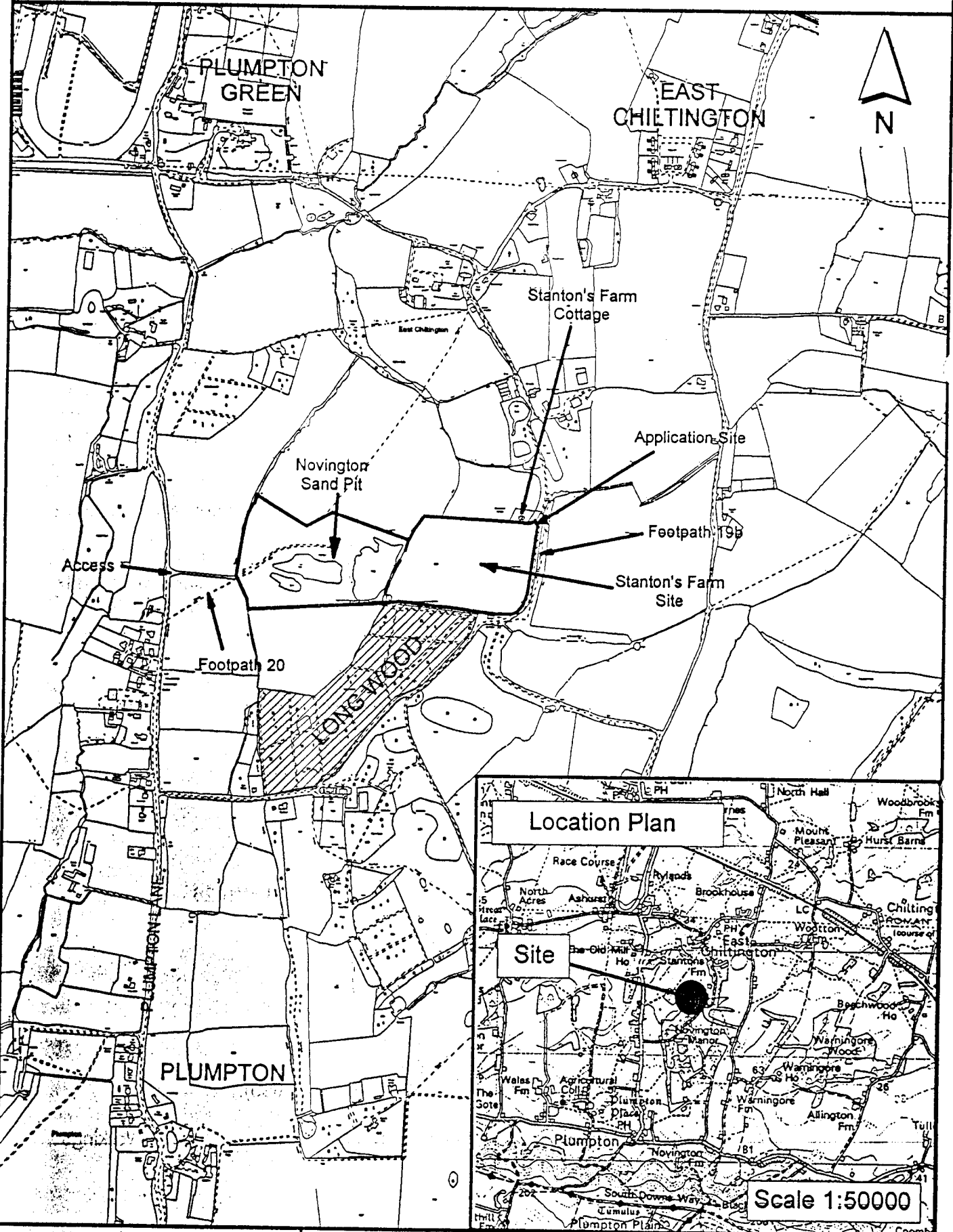
East Sussex and Brighton & Hove Structure Plan 1991-2011.

East Sussex and Brighton & Hove Minerals Local Plan (November 1999).

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LW/386/CM



Scale 1: 10000

Bob Wilkins
Msc CEng MICE MinstWm MIHT
Director, Transport and Environment
East Sussex County Council

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