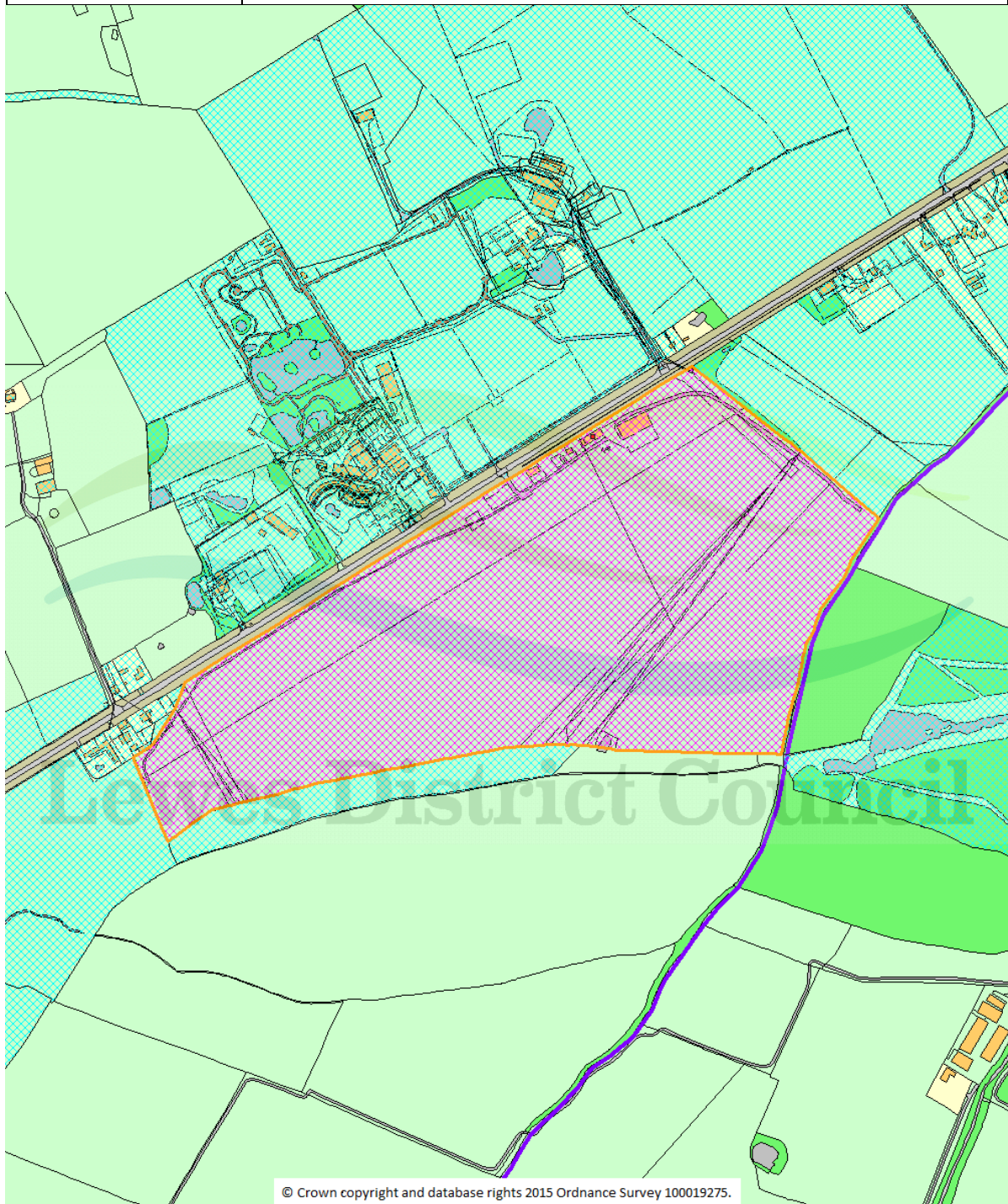


APPLICATION NUMBER:	LW/16/0775	ITEM NUMBER:	7
APPLICANTS NAME(S):	East Sussex Gliding Club	PARISH / WARD:	Ringmer / Ouse Valley & Ringmer
PROPOSAL:	Planning Application for Raising of ground level to create two safe landing strips for gliders with new site drainage		
SITE ADDRESS:	East Sussex Gliding Club Kitsons Field The Broyle Ringmer East Sussex BN8 5AP		
GRID REF:	TQ 4814		



0. Introduction

- 0.1 Consideration of this application was deferred at the 1st February 2017 Planning Applications Committee meeting, to enable Members to visit the application site and discuss the proposals in more detail with the applicants.
- 0.2 A number of Members visited the site with officers and representatives for the Gliding Club on 10th February 2017. In advance of that meeting an additional written statement was also produced in support of the application proposals. This is available to view on file.
- 0.3 The application is now being reported back to Members for determination.

1. SITE DESCRIPTION / PROPOSAL

1.1 East Sussex Gliding Club is located some 4km north-east of Ringmer and is accessed from the B2192. It covers an area of approximately 24.5 hectares and has a road frontage of about 800 metres. There is a single access point serving the site roughly midpoint on the site frontage.

1.2 Within the site are a small number of buildings including a hanger building and a clubhouse. All the buildings are situated close to the road frontage which is bounded by trees and a hedgerow. The access leads into an informal car parking area. The remainder of the site is an open grassed field bounded by trees and hedgerows with a stream along the southern boundary. The land falls from the north and west of the site to the south and east. The highest point of the site is about 34m AOD and the ground falls to around 20m AOD at the southern end.

1.3 The surrounding land is largely agricultural. Residential properties immediately adjoin the south-west boundary of the site (Upper Broyle Farm and Cottages). Raystede Animal Welfare Centre, no.'s 1 and 2 Upper Lodge Cottages and the access to Upper Lodge Farm are situated on the other side of the road opposite the site. A bridleway (no. 29b) is adjacent to the south-eastern boundary and a footpath (no. 28) runs alongside the north eastern boundary. The site and its operations are visible from these public rights of ways.

1.4 The application has been described as the creation of safe landing strips for gliders and the submitted Statement explains the proposals as follows:

"In its present state the land where the gliders take off and land is boggy and has subsided since the earlier land raising, partly by natural erosion and partly through use and extreme weather conditions over the last few years. The gliders are now struggling and following advice from the British Gliders Association, the best way forward is to create slightly raised levels by banking with soils and 0.5m depth of chalk capping along the length of each strip. In conjunction with this, bespoke drainage pipes will be run along each strip."

1.5 Whilst this seems to indicate that only the landing strips are to be raised, what the submitted plans actually indicate is that the whole of the site is to be raised by approximately 0.5 metres, with green chalk capping to the two landing strips only. This will mean that whilst the aircraft will continue to be able to use the whole of the airfield for take-off and landings, there will be two strips of more solid construction making for easier take-off during wetter conditions.

1.6 The proposals will require 95,000 cubic metres of combined soil and green chalk to be imported. The construction will be carried out in 2 phases, completing 1 strip before commencing the second in order to keep the airfield operational. It is indicated that the time period for the works would be in the region of 2 years.

1.7 Once completed and seeded the whole of the site will simply appear as a grassed surface with little differentiation between the strips and wider airfield.

2. RELEVANT POLICIES

Lewes District Local Plan

LDLP: – CT01 – Planning Boundary and Countryside Policy

LDLP: – ST03 – Design, Form and Setting of Development

LDLP: – ST11 – Landscaping of Development

Joint Core Strategy

LDLP: – CP10 – Natural Environment and Landscape

LDLP: – CP11 – Built and Historic Environment & Design

LDLP: – CP13 – Sustainable Travel

Ringmer Neighbourhood Plan

LDLP: – RNP41 – Policy 4.1-Planning Boundary

LDLP: – RNP410 – Policy 4.10-Biodiversity

LDLP: – RNP51 – Policy 5.1-Employment Sites

LDLP: – RNP81 – Policy 8.1-Traffic Generaion

LDLP: – RNP96 – Policy 9.6-Hard and Soft Landscaping

ESCC Waste and Minerals Plan 2013

WMP 1 - Presumption in Favour of Sustainable Development

WMP 8b - Deposit of Inert Waste on Land for Beneficial Uses

WMP 25 - General Amenity

WMP 26 - Traffic Impacts

WMP 27 - Environment and Environmental Enhancement

3. PLANNING HISTORY

3.1 The application site has a long and extensive planning history; however of particular interest to the consideration of this application are the following applications:

LW/79/0991 - Use of land as gliding site for launching of gliders. Approved - 19 July 1979

LW/83/1770 - Change of Use of land to gliding site. Approved - 14 December 1983

LW/83/1771 - Renewal of Temporary Planning Permission (LW/80/0039) to launch gliders by aerotow. Approved - 14 December 1983

LW/87/0083 - Continued use of gliding club without complying with conditions attached to permission LW/83/1770 and LW/83/1771. Approved - 17 March 1987

LW/98/1402 - Improvements to landing strip by levelling, infill & drainage & improve road access. Approved - 25 May 1999

4. REPRESENTATIONS FROM STANDARD CONSULTEES

ESCC Archaeologist – Although this application is situated within an Archaeological Notification Area, defining the remains of a late Iron Age and Roman settlement, These remains are buried at a depth of c. 2 metres below made ground imported to create the current runway, Therefore I do not believe that any significant below ground archaeological remains are likely to be affected by these proposals as the impact depth of the drainage is 150mm. For this reason I have no further recommendations to make in this instance.

Ringmer Parish Council – Ringmer Parish Council felt they were unable to comment on this application as there is confusion as to what is proposed. There appears to be a disparity between what was presented to the Council and the application itself.

Members have requested this application be "called in" by the local District Council in order for the application to be considered by LDC Planning Applications Committee. Ringmer Parish Council recommend the Officer dealing with the application seek clearer clarification regarding the proposed outlined in the application and consider any impact this may have.

Wealden District Council – I am now able to advise you that this Council RAISE NO OBJECTIONS to this application

Natural England – STATUTORY NATURE CONSERVATION SITES - NO OBJECTION
Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

PROTECTED SPECIES

We have not assessed this application and associated documents for impacts on protected species.

Natural England has published Standing Advice on protected species.

You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

LOCAL SITES

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

ESCC Highways – It would seem that the proposed temporary development of 95,000 cubic metres of material would entail 28 HGV's daily over 5 days and over 2 years thus 56 vehicular lorry trips a day (i.e. 28 movements in and 28 movements out). A previous permission (239/CM) on this site allowed for 50 movements in and 50 movements out a day therefore subject to the routing of vehicles and access improvements I have no highway objection to this proposal with fewer trips.

The highway authority would wish to see all vehicles entering and leaving the site going to and from the north to the A22 and not to the south through Ringmer village. This would need to be included in a construction traffic management plan along with signage all of which can be dealt with by a condition of any planning permission. The access shall be improved to ensure the access is sufficient to cater for the construction vehicles and upon completion of the landing strips the access will need to be returned to the existing layout and a condition can be imposed on the planning permission for this.

There is also an additional field access gate in the north western corner of the site onto the B2192 which the highway authority would not wish to see used for this development.

Sussex Police – I have viewed the proposals within this application, including the Traffic Routing Plan, and advise that from a crime prevention viewpoint I have no comment to make and no objection to the application.

Southern Water Plc – The planning application form makes reference to drainage using Sustainable Urban Drainage Systems (SUDS).

Under current legislation and guidance SUDS rely upon facilities which are not adoptable by sewerage undertakers. Therefore, the applicant will need to ensure that arrangements exist for the long term maintenance of the SUDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system. Thus, where a SUDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should:

Specify the responsibilities of each party for the implementation of the SUDS scheme

Specify a timetable for implementation

Provide a management and maintenance plan for the lifetime of the development. This should include the arrangements for adoption by any public authority or statutory undertaker and any

other arrangements to secure the operation of the scheme throughout its lifetime.

Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site. The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

ESCC SUDS – We do not consider that the proposals would significantly impact surface water flood risk and therefore we have no comments to make.

East Sussex Waste And Minerals – As noted by the applicant in the Planning Statement, East Sussex County Council granted planning permission in 1999 for "Improvements to landing strip by stripping, filling with 154,000 cubic metres of imported material, infilling, levelling and drainage works phased over 4 years and improved access".

The Statement further states that this proposal included perimeter drainage works. However, it should be noted that the approved drainage scheme associated with the permission granted by the County Council actually covered the entire site, with drains running north to south at 10 metre intervals - not just perimeter drainage. Perhaps it might be worth seeking confirmation from the applicant as to whether these drainage works were carried out in full, as poor drainage seems to be one of the drivers for the current application. If the drainage hasn't been fully installed, this could be a solution as opposed to further raising the land with imported materials.

As mentioned during our conversation, there also appears to be a miscalculation with regard to the number of vehicle movements (HGVs) that would be generated from the current proposal. The Statement states that based on 95,000 cubic metres, there would be 10,555 vehicle movements (assuming approximately 14-15 cubic metres of material per load). However, this actually appears that it should equate to between 12,666 - 13,572 movements. Also, loads often only take 12 cubic metres, depending on how compacted the material is. If this is the case, there could be up to 15,834 vehicle movements.

Notwithstanding any impacts from the subsequent use of the land for gliding, in relation to this application the main impacts will be during the construction itself. Therefore, if LDC is minded to grant planning permission, I would recommend a number of conditions to control matters such as: (i) number of vehicle movements; (ii) provision and use of wheel washing facilities; (iii) restricting the type of materials that can be imported, and where they can be used; and (iv) the provision of marker posts to delineate the tipping area.

It might also be worth considering a condition requiring a topographical survey to be undertaken and submitted to the LPA three months after tipping has ceased. This will enable you to check that there hasn't been over tipping. This is of course dependant on the applicant having submitted a contour plan of the proposed finished levels.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

5.1 Four letters of objection raising the following points:

- A similar project was carried out a few years ago resulting in considerable traffic disturbance.
- The club has recently started flying microlights and is using motorised gliders more frequently.
- The current situation is unacceptable.
- The tow vehicle is extremely noisy.
- The larger landing strips will lead to more flights and noise disturbance.
- The earthworks and resultant drainage system will increase the amount of rainwater runoff into our garden causing flooding.
- Noise and fumes of gliders congregating adjacent our boundary results in noise and fumes. Disruption due to sections of the field being unusable for flying during the earthworks, will mean increased ground and air traffic right next to, and even over the top of our property.

- How long will the process take? There must be a rigid and brief as possible timescale for the work to take place and it would preferably be in the winter months.
- Why were we not informed by the Council that a plan had been submitted?
- Why are they now proposing to raise the entire field? This is different to the proposals presented to local residents and the parish council.
- The club have stated they do not have enough money to purchase a new tug tow plane, which would be a lot quieter for local residents, so how can they afford to raise the whole field?
- What is their long term objective?
- Surely they should be looking for a different line of take off?
- What guarantees would be given that the village would be protected from this traffic and that only the A22 would be used, approaching only from Halland.
- Previous application proposed drainage which has not been implemented.
- There is no justification for these proposals.
- Site is highly visible from the South Downs National Park.
- Application should be the subject of an Environmental Impact Assessment.

6. PLANNING CONSIDERATIONS

Principle/Need

6.1 With the application site falling outside of the planning boundary of Ringmer as defined by the Lewes District Local Plan, Policy CT1 is relevant to the consideration of this application. This policy seeks to resist development outside the planning boundaries unless it is for uses compatible with the countryside.

6.2 The use of this site by the Gliding Club is well established, having been in operation since the 1970s. This is noted by the Ringmer Neighbourhood Plan which has identified the site under Policy 5.1 as an established leisure site where the more intensive use of the site, and the upgrading of its facilities, will be supported.

6.3 As noted above, permission was granted in 1998 for similar land-raising at the site. At the time of the consideration of that application it was explained that there was an overriding need for the surface of the airfield and its drainage to be improved following a number of accidents. The use of the runway had been restricted due to rutting and hollows, and the proposed improvements meant that more of the field could be used in more varying wind conditions.

6.4 It is understood however that the drainage proposals were not successful and poor drainage of the site continues to cause operational problems. Having sought advice from drainage experts, the applicants have submitted this application with a view to improving the landing area through the implementation of a formalised drainage system. This will provide the gliding club with a more consistent landing area, and hopefully prevent long periods where the airfield cannot be used due to waterlogging.

6.5 In order to make the installation of the drainage system cost effective for the club they are seeking to raise the land, rather than digging the drainage system into the existing ground. If the works are not carried out there are likely to be more periods during which the airfield cannot be used as the airfield continues to deteriorate.

6.6 As these works effectively involve a large amount of waste disposal it is pertinent to consider the Policies of the ESCC Waste and Minerals Plan. Policy WNP8b allows the deposit of inert waste on land for beneficial uses and states:

"Proposals for the deposit of only inert waste on land will be permitted, subject to other policies of the Development Plan for the area, where relevant, where it is demonstrated that the proposal:

- a. conforms with Policy WMP 8a (a, c, d); and*
- b. is an engineering operation such as that which forms part of a comprehensive scheme for restoration of suitable previously developed land or minerals sites; or*
- c. significantly enhances other development or its setting; or*
- d. would result in appropriate measurable improvement to the use or operation of agricultural and/or forestry land; and*
- e. the resulting final landform, landscape and afteruse enhances the environment and is sympathetic to the land uses, landscape, visual amenity and nature conservation interests of the site and the surrounding area including its landscape character; and the minimum volume of inert material is used to achieve necessary improvements; and*
- f. where appropriate, the proposal includes ancillary on-site facilities for the recovery of the waste which can be managed by methods further up the waste hierarchy."*

6.7 This policy clearly accepts the principle of the disposal of inert waste where the deposit of such waste significantly enhances other development (clause (c)).

6.8 As noted above the Gliding Club is a well established leisure site that the Neighbourhood Plan has pledged to support. These proposals provide a cost effective way for the club to improve drainage and therefore use of the airfield. The works will not increase the use of the site beyond its current permitted allowances and therefore, provided the impacts of the proposals in terms of overall environment, highway implications and neighbour amenity are acceptable, it is considered that there is no "in principle" objection to the proposed works.

Landscape

6.9 Clearly one of the main issues in relation to these proposals is the resulting impact on the wider landscape. In fact Appendix 2 of the Ringmer Neighbourhood Plan notes that there is *"little screening from the B2192 or the public footpath along the south-eastern boundary of the site, so any development must be subject to consideration of landscape impact."*

6.10 This being so, whilst the operations to carry out the works will no doubt be visible from the surrounding highway and public footpaths, once completed it is likely that the visual appearance of the site will not be notably different from existing. The gentle gradient of the proposed land raising will mean that the increased land height will be difficult to detect, and on this basis it is not considered that the proposal will have an adverse impact on the landscape.

Traffic

6.11 One of the main matters of concern in relation to this proposal is the impact of the traffic movements associated with the proposed land raise. The applicants have calculated that the land raise will need 95,000 cubic metres of combined soil and green chalk to be imported. Whilst it is not currently known where exactly the material will be imported from it is intended that it will be sourced from within approximately 15 miles of the site.

6.12 The site has been professionally surveyed and it has been assessed that 13,800 cubic metres of green chalk for the two landing strips, and 81,200 cubic metres of subsoils will be required.

6.13 The applicants explain in the supporting statements that the proposed materials will be delivered to the site on rigid HGVs and that approximately 14-15 cubic metres can be imported per vehicle. Based on the required 95,000 cubic metres this would equate to a maximum of 10,555 vehicle movements over a 2 year period, or 30-40 per day, depending on availability, weather conditions and seasonable changes. This also takes into account no works being carried out after 6pm, or on Sundays or Bank Holidays.

6.14 The proposals have been considered by ESCC who have questioned the applicant's calculations. They suggest that 95,000 cubic metres of materials (assuming approximately 14-15 cubic metres of material per load) would equate to between 12,666 - 13,572 movements. Furthermore they note that loads often only take 12 cubic metres, depending on how compacted the material is. If this is the case, there could be up to 15,834 vehicle movements. The Highways Authority have considered the application proposals. In their response they have noted that the previous permission allowed for 50 movements in and 50 movements out a day. On this basis, subject to appropriate routing of vehicles and access improvements, which can be secured by appropriately worded conditions, they raised no objections to the application.

6.15 Whilst not recommended by the Highways Authority it is suggested that a condition limiting the number of vehicle movements in and out of the site would be appropriate, in order to minimise disruption on the local highway network and on neighbour amenity. Whilst it was previously reported to Members that this be limited to just 40 movements per day (20 in and 20 out), bearing in mind the comments made in relation to the possible increase in vehicle movement required in association with the amount of material required, it is suggested that this number be increased slightly a total of 60 movement per day (30 in and 30 out). This should ensure that the works are carried out in a timely fashion whilst still limiting wider harm.

Neighbour amenity

6.16 The lorry movements generated by this proposal are likely to affect residents in close proximity and to a lesser extent, may have an impact in nearby settlements such as Ringmer and Halland. However, controls on hours of operation and the number and routing of vehicles will help limit any significant harmful impacts.

6.17 Operations on site also have the potential to cause disturbance to nearby residential properties as a result of noise and dust. A number of conditions are suggested in order to try and mitigate this disturbance as much as possible.

6.18 Whilst this will not eliminate all noise and disturbance it should bring it to within acceptable levels. On the basis that any noise and disturbance will only be a temporary inconvenience, with measures in place to mitigate the harm as far as possible, it is considered that limited harm to neighbour amenity would be unreasonable grounds to resist the application proposals.

6.19 Many of the objections to the application make reference to noise and disturbance created by the actual use of the airfield i.e. noise from the aircraft, tow plan and vehicles on site. On the basis that this application does not seek to amend the lawful use of the site, approval of this application will not alter the number, type or frequency of flights already permitted to operate from the site. Notwithstanding this, the applicants have pointed out that the improvements to the take-off strips should actually reduce noise from the site to a degree as the tow plane are currently struggling to take-off on the un-even, boggy and rutted surface. A smoother take-off should lead to quieter take-offs.

Other Matters

6.20 It has been suggested that this application should have been the subject of an Environmental Impact Assessment (EIA). The proposed development falls outside of the categories of development set out in Schedules 1 and 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, as amended and therefore an EIA is not required.

6.21 Questions have also been raised about the long term plans of the gliding club; a suggestion that the flight path of the gliders should be re-considered; and the breach of existing planning conditions has also been mentioned. These are matters unrelated and irrelevant to the determination of this current application, which must be considered on its own merits.

CONCLUSION

6.22 The proposal would result in an improved surface for the airfield, enhancing the facilities at this well-established leisure site. The development, on completion, will have little impact on the visual amenity of the area. Whilst the works to implement the scheme will have some impact locally, this will be for a temporary period only. Subject to conditions to minimise the impact on the amenity of local residents and the local road network the application proposals are considered to comply with the relevant Policies of the Development Plan as outlined above and can therefore be supported.

7. RECOMMENDATION

7.1 That permission be granted subject to the following conditions:

The application is subject to the following conditions:

1. The development hereby approved shall be carried out in its entirety and in complete accordance with the approved plans and specifications within 2 years of the commencement of development.

Reason: In the interests of the amenity of nearby residential occupiers and to accord with policy ST3 of the Lewes District Local Plan.

2. Development shall not begin until a programme for the phased working of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of:

- a) The area, sequence and estimated duration of operations;
- b) The size of vehicles and routing of vehicles;
- c) The construction and removal of internal haulage routes phased in accordance with the operations area and sequence, which permit the safe movement of vehicles and pedestrians within the site;
- d) The location of wheel cleaning facilities and methods for preventing mud and debris entering the highway;
- e) The erection of a fence to attenuate noise to be located along the boundary of the buffer zone and maintained throughout the period of operations on the remainder of the site;
- f) The location and construction of fencing to protect existing trees and hedgerows;
- g) The construction of facilities of the storage of oils, fuels and chemicals;
- h) The construction of surface water drainage works;

and the development shall be carried out in accordance with the approved details.

Reason: In the interests of the amenity of area and to accord with policy ST3 of the Lewes District Local Plan.

3. Development shall not begin until a programme for the phased restoration of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall accord with the approved phased working programme and include details of:

- a) Plans showing the existing and final site contours of the whole site and each phase of operation;
- b) The retention of existing top and sub soils on site for restoration;
- c) The location and height of topsoil and subsoil stockpiles;
- d) The seeding of each completed phase in the next planting season;

and the development shall be carried out in accordance with the approved details.

Reason: In the interests of the amenity of area and to accord with policy ST3 of the Lewes District Local Plan.

4. Development shall not begin until marker posts and profile boards related to Ordnance Datum have been placed around the area of each phase at 25 metre intervals to indicate the extent of the approved land raise and the finished contours on the approved plans. Such posts shall be retained in place for the full duration of the development and grading operations and shall be replaced within seven days if they are removed or displaced at any time. The marker posts and profile boards shall not be removed until the finished levels have been approved in writing by the Local Planning Authority.

Reason: In the interests of the amenity of area and to accord with policy ST3 of the Lewes District Local Plan.

5. No development shall take place until details of the temporary layout of the reconstructed access and the specification for the construction of the access which shall include details of levels and drainage have been submitted to and approved in writing by the Planning Authority and the use hereby permitted shall not commence until the construction of the access has been completed in accordance with the specification set out on Form HT407 which is attached to and forms part of this permission

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway and to accord with policy ST3 of the Lewes District Local Plan.

6. Any gate(s) shall be positioned at least 17m back from the edge of the highway in order that a vehicle may wait clear of the highway whilst the gate(s) are being operated.

Reason: To ensure that the use of the highway by persons and vehicles is not obstructed by waiting vehicles and to accord with policy ST3 of the Lewes District Local Plan.

7. Traffic associated with this development shall not use the northern access to this site for the duration of this development.

Reason:- In the interests of highway safety and to accord with policy ST3 of the Lewes District Local Plan

8. Wheel cleaning facilities shall be installed on site in accordance with the approved phased working programme (referred to in condition 3) and shall be used so that no vehicles

associated with the development shall leave the site carrying mud, dust or other debris on their wheels.

Reason: In the interests of highway safety and for the benefit and convenience of the public at large and to accord with policy ST3 of the Lewes District Local Plan.

9. No deposition of materials or grading works shall take place until temporary hard surfaced internal haul roads and a turning space which permits any vehicles depositing materials to enter and leave the site in forward gear have been provided in accordance with the approved phased working programme (condition 3).

Reason:- In the interests of highway safety and to accord with policy ST3 of the Lewes District Local Plan.

10. The maximum number of daily vehicle movements connected with the development shall not exceed 60 (30 in and 30 out).

Reason: In the interests of the amenity of area and to accord with policy ST3 of the Lewes District Local Plan

11. No vehicles connected with the development shall enter or leave the site other than between 0800 to 1800 on Mondays to Fridays and between 0800 to 1300 on Saturdays and at no time on Sundays, Bank Holidays and Public Holidays.

Reason: In the interests of the amenity of area and to accord with policy ST3 of the Lewes District Local Plan.

12. Work shall be carried out in daylight hours only and in any event shall not be carried out at times other than between 0800 to 1800 on Mondays to Fridays and between 0800 to 1300 on Saturdays and at no time on Sundays, Bank Holidays and Public Holidays.

Reason: In the interests of the amenity of area and to accord with policy ST3 of the Lewes District Local Plan.

13. Development shall not begin until a detailed noise attenuation scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall accord with the approved phased working programme (condition 3) and shall include details of:

- a) The maximum noise levels at the site boundaries or such other locations as may be agreed;
- b) The location and construction of a fence to attenuate noise along the whole boundary of the 100m buffer zone to be maintained throughout the operations on the remainder of the site;
- c) Any works to be carried out within the 100m buffer zone and measure to attenuate noise;
- d) Noise monitoring and recording procedures;
- e) Noise suppression measures;
- f) Procedures to be adopted in the event of maximum noise levels being exceeded

and the scheme shall be fully implemented in accordance with the approved details.

Reason: In the interests of the amenity of nearby residential occupiers and to accord with policy ST3 of the Lewes District Local Plan.

14. The level of noise emitted from the site from the development shall not exceed 68dB(A) and shall not exceed the maximum noise levels at the other locations agreed in the approved noise attenuation scheme.

Reason: In the interests of the amenity of the area and to accord with policy ST3 of the Lewes District Local Plan

15. Operations associated with the development shall be carried out in such a way as to ensure that dust is contained within the site.

Reason: In the interests of the amenity of area and to accord with policy ST3 of the Lewes District Local Plan.

16. All existing ditches/watercourses or other aquatic features and their associated vegetation shall be retained unless otherwise approved in writing by the Local Planning Authority.

Reason: To prevent pollution and to accord with policy ST30 of the Lewes District Local Plan.

17. No materials other than clean inert soils and green chalk shall be deposited on the site.

Reason: To prevent pollution and to accord with policy ST30 of the Lewes District Local Plan.

18. No deposition of materials or excavation shall be carried out within 5 metres of the top of the water course channels.

Reason: To prevent pollution and to accord with policy ST30 of the Lewes District Local Plan.

19. Any facilities for the storage of oils, fuels or chemicals associated with the development hereby approved shall be sited on impervious bases and surrounded by impervious walls. Development shall not begin until details of such facilities have been submitted to and approved by the Local Planning Authority. The facilities shall be constructed in accordance with the approved details and the approved phased working programme.

Reason: To prevent pollution and to accord with policy ST30 of the Lewes District Local Plan.

20. Development shall not begin until a detailed scheme for the containment, drainage and disposal of surface water has been submitted to and approved in writing by the Local Planning Authority. The works shall be fully implemented in accordance with the approved scheme and the phased working programme.

Reason: To ensure the adequate drainage of the site and to prevent water pollution and to accord with Policy CP12 of the Joint Core Strategy.

21. All trees and hedgerows on the site boundaries shall be retained unless the written approval to their removal of the Local Planning Authority has been obtained. If any tree or hedgerow to be retained is removed, uprooted, is destroyed or dies another tree/hedgerow of the same species and size as that originally planted shall be planted in the same place in the next planting season unless the Local Planning Authority agrees in writing to any variation.

Reason: To preserve the trees and hedgerows on the site in the interests of visual amenity and the environment and to accord with Policy ST3 of the Lewes District Local Plan.

22. Development shall not begin until a scheme showing the protection of existing trees and hedgerows including the erection of protective fencing has been submitted to and approved in

writing by the Local Planning Authority. The scheme shall be fully implemented in accordance with the approved details and the phased working programme.

Reason: To preserve the trees and hedgerows on the site in the interests of visual amenity and the environment and to accord with Policy ST3 of the Lewes District Local Plan.

23. On completion of the development hereby approved the access to the site shall be reinstated in character with details to and agreed by the Local Planning Authority.

Reason: In the interests of highway safety and to accord with Policy ST3 of the Lewes District Local Plan.

24. Within three months of the completion on the works hereby approved a topographical survey of the site shall be undertaken and submitted to the Local Planning Authority.

Reason: To demonstrate that the works have been implemented as approved and to accord with Policy ST3 of the Lewes District Local Plan.

INFORMATIVE(S)

1. This development may be CIL liable and correspondence on this matter will be sent separately, we strongly advise you not to commence on site until you have fulfilled your obligations under the CIL Regulations 2010 (as Amended). For more information please visit <http://www.lewes.gov.uk/planning/22287.asp>

2. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

3. Due to the minor nature of the highway in the vicinity of the site, construction traffic could damage the carriageway/verges. The Highway Authority will require the applicant to reimburse their legitimate expenses in making good any such damage. Prior to the commencement of development the applicant should contact East Sussex Highways on 0345 60 80 193 to arrange a photographic survey and joint inspection of the local highway network

4. The applicant's attention is drawn to the need for a Licence Agreement for the construction of the "temporary" access and reinstatement of the access. The applicant should contact ESCC on 0345 6080193 prior to commencement of development to complete the agreement and pay the necessary fee

5. The applicant should be made aware that the creation/alteration of this access will require the compliance with the Traffic Management Act 2004 and that the contractor will have to book road space with the County Council's Network Coordination team (0345 60 80 193)

6. Given the volume of traffic on the approach road the hours of delivery/collection should avoid peak traffic flow times.

7. The committee raised the issue of the suitability of chalk as a surface treatment and wished to make the applicant aware of their concerns and to ensure that full regard was had to surface materials.

This decision is based on the following submitted plans/documents:

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Location Plan	8 September 2016	
Proposed Layout Plan	8 September 2016	
Planning Statement/Brief	8 September 2016	
Design & Access Statement	8 September 2016	
Other Plan(s)	8 September 2016	100-B B TOPOGRAPHICAL
Other Plan(s)	26 September 2016	101 A DRAINAGE
Proposed Section(s)	26 September 2016	102
Proposed Layout Plan	6 December 2016	200 A
Proposed Layout Plan	6 December 2016	500 A
Other Plan(s)	8 September 2016	TRAFFIC ROUTING