

Committee: **Regulatory
Planning Committee**

Date: **19 October 2016**

Report by: **Director of Communities, Economy and Transport**

Proposal: **Erection of 2No. Ferric Chloride Dosing Plant Kiosks,
No.1 Desludge MCC Kiosk, 1No. Tertiary MCC Kiosk,
1No. Alkalinity Dosing Plant Kiosk and a proposed
screening mound.**

Site Address: **Uckfield Wastewater Treatment Works (WTW), Bridge
Farm Road, Uckfield, TN22 1QQ**

Applicant: **Southern Water Services, Ltd**

Application No. **WD/778/CM**

Key Issues: **1. Purpose of the Development in the Countryside
2. Siting, Design and Effect on Amenity
3. Traffic and Access
4. Effect on the Ashdown Forest SAC/SPA**

Contact Officer: **Katie Rayner, Tel No: 01273 481833**

Local Member: **Councillor Claire Dowling**

SUMMARY OF RECOMMENDATIONS

1. To grant planning permission subject to conditions as indicated in paragraph 8.1 of this report

CONSIDERATION BY DIRECTOR OF COMMUNITIES ECONOMY AND TRANSPORT

1. The Site and Surroundings

1.1 Uckfield Wastewater Treatment Works (WTW) is located in the western part of Uckfield outside the development boundary. It occupies a large site of approximately 1.6 hectares on relatively flat ground. The site is bordered to the north by the Bellbrook Industrial Estate, to the west by the A22 and to the east and south by agricultural fields. The agricultural area to the south of the site has been identified within Wealden Council's Proposed Submission Sites Plan as a mixed use urban extension and an area of search for the

management of waste within the submission draft of the Waste and Minerals Sites Plan, which is currently in public examination. Ridgewood Stream, a tributary of the River Uck lies to the west of the site and as such the south-western corner of the application site falls within Flood Risk Zone 2. The closest residential properties to the site are located on Bridge Farm Road and Anvil Close, approximately 300 metres to the east.

1.2 The WTW contains various structures constructed in brick and dull-coloured concrete surrounded by tarmacked areas and closely-mown grass. The site is surrounded by a 2.5 metres high wire-mesh fence and benefits from some screening provided by trees located on its northern and western boundaries. The site is accessed from a private track which adjoins Bridge Farm Road to the east and provides the single access point to the site for vehicles. Bridge Farm Road in turn joins the B2102 New Town Road adjacent to Uckfield Train Station.

2. The Proposal

2.1 Planning permission is sought for the installation of 5 above ground, walk-in kiosks, which are treated as buildings. The proposed works are required to improve the treatment process to provide sufficient capacity for the projected population growth in the area and to meet modern standards to ensure the site continues to operate effectively.

2.2 The proposed works will comprise of two Ferric Dosing kiosks, a Tertiary Motor Control Centre (MCC), an Alkalinity Dosing Kiosk and a Desludge MCC Kiosk, which will house, electrical equipment, storage tanks and dosing pumps in association with the operation of the WTW. It is proposed that all the kiosks will be constructed in a dark green glass reinforced plastic, with a flat roof and door in one elevation with associated walkway and stepped access points. While the measurements of each individual kiosk will vary slightly, all kiosks will measure approximately 9.7 metres in length by 4 metres in width, with a maximum height of 3.75 metres.

2.3 The construction of the proposed kiosks is to take place in conjunction with other associated above and below ground works, which will be carried out under permitted development rights in accordance with Part 4 (Temporary Buildings and uses) and Part 13 (Water and Sewerage) of the Town and Country Planning (General Permitted Development) Order 2015. These works, which do not form part of this application, will include the creation of a temporary Contractors' site compound to the east of the site, a new concrete slab for sludge pumps, replacement of deep bed sand filters, phosphate and iron sampling point, sludge holding tank pumping station, standby generator, screening handling plant and transformer kiosk. The combined works are required to ensure the WTW complies with the Environment Agency

requirements regarding the discharge of cess, and to improve the operation of the facility.

2.4 In addition, the applicant is seeking planning permission for the creation of a landscaping mound in the south-western corner of the site. The mound will be constructed utilising retained spoil from the excavation works of the proposed development. It is anticipated that the mound will occupy a rectangular shape covering an area of approximately 1160 square metres and will have a maximum height of 3.6 metres. The proposed landscape mound will provide an additional level of screening to the south of the site and in particular the deep sand bed filters, which are to be constructed in accordance with permitted development rights.

2.5 The proposed programme of work covers a period of 18 months, November 2016 to April 2018. This programme includes the site set up, construction phase, commissioning of new works and completion of site demobilisation and reinstatement. The proposed hours of construction are between 07.00 to 18.00 Monday to Fridays and 07.30 to 13.00 on Saturdays. The anticipated typical movements during the peak mobilisations period (4 weeks) would consist of 10 Heavy Good Vehicles (HGV) movements per week and up to 20 light vehicle movements per day, in addition to 2 crane vehicle deliveries. During the main construction period, 6 HGV movements are expected per week and up to 25 light vehicles movements per day. Following the completion of the development, the number of vehicle movements will return to the current operational levels and will therefore remain largely unchanged to the existing situation.

3. Site History

3.1 The site has benefited from being in a waste management use for a number of years and has been subject to various applications for the upgrade of the facility, in order for it to continue to comply with the requirements of the water industry regulator, Office of Water Services (OFWAT) and the Environment Agency.

3.2 The most recent permission was granted in 2008 (Ref: WD/554/CM), for the construction of a wash water kiosk. Prior to this permission was granted in 2006 (Ref: WD/468/CM), for the provision of two kiosks to house Motor Control Centres (MCC) for the upgraded cess facility and inlet screens.

4. Consultations and Representations

4.1 Wealden District Council: Raise no objections, subject to the following:

i) The impact of the proposed working hours commencing at 07:00 on residents of Bridge Farm Road should be very carefully considered, given the only access route is through a residential estate and vehicles are likely to arrive much earlier than this to be ready for a 7am start. Since the programme of work is scheduled to last approximately 18 months, it is recommended that a start time of 08:00 is more appropriate.

4.2 Uckfield Town Council: Resolved to whole heartedly support the application, which would be needed to serve the forthcoming developments in Uckfield.

4.3 Environment Agency: Raises no objection to the development as proposed.

4.4 Highway Authority: Does not wish to restrict the grant of consent and notes the proposed construction traffic movements are not considered to be of a level to warrant any highway concern.

4.5 Flood Risk Management ESCC: Wish to make no comments on the application and consider the proposed development would neither significantly increase the amount of impermeable area, nor impact on the existing surface water flows, and will therefore not have a significant impact on surface water flood risk.

4.6 Local Representations: Two representations have been received from the occupiers of properties located on Farriers Way and Anvil Close, which raise the following issues: (i) Traffic associated with the treatment works has increased in number and size for many years and concern is raised with regard to this happening more regularly and early in the morning; (ii) The Bridge Farm Road is very narrow and residential parking is limited so many people park on the road and it is therefore not safe to allow further, larger HGVs down this residential street without plans including turning circles to show that they can safely negotiate the turns within the limited carriage way; (iii) It is suggested that a temporary access from A22 Uckfield Bypass is provided, to avoid increasing traffic within the Uckfield town centre and putting the safety of residents at risk; (iv) Further concern is raised with regard to the disturbance caused by vehicles using the private track, which runs behind the residential properties located on the northern side of Anvil Close, due to the poor surface conditions.

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

5.1 East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013: Policies WMP3d (Minimising & Managing Waste During Construction, Demolition & Excavation); WMP10 (Management of Waste Water and Sewage Sludge), WMP23a (Design Principles), WMP25 (General Amenity), WMP26 (Traffic Impacts) and WMP27 (Environment and Environmental Enhancement).

5.2 Wealden Local Plan 1998: Saved Policies GD2 (Development Boundaries), EN27 (General Amenity) and TR3 (Traffic Impact of New Development).

Wealden District Council has not formally determined whether its Saved Policies within the Wealden Local Plan are in general conformity with the NPPF. However, the Saved Policies are considered by the County Planning Authority to be in general conformity with the overarching principles of the NPPF.

5.3 Wealden District (incorporating part of the South Downs National Park) Local Development Framework, Core Strategy – February 2013: Policy WCS12 (Biodiversity).

The Wealden District (incorporating part of the South Downs National Park) Core Strategy Local Plan was adopted on the 19 February 2013. The Core Strategy Local Plan is the key policy document setting out a strategic vision, objectives and spatial strategy for the area up to 2027. Currently saved development management policies contained in the Wealden Local Plan 1998 remain part of the Development Plan for the area.

5.4 National Planning Policy Framework (NPPF) 2012:

The NPPF does not change the status of the Development Plan as the starting point for decision making and constitutes guidance as a material consideration in determining planning applications. It does not contain specific waste policies but regard should be had to the NPPF policies as far as relevant. Parts 7 (Requiring Good Design) and 11 (Conserving and Enhancing the Natural Environment) are relevant in this case.

5.5 National Planning Policy for Waste (NPPW) 2014:

The NPPW sets out detailed waste planning policies and regard should be had to them when planning authorities seek to discharge their responsibilities to the extent that they are appropriate to waste management.

6. Considerations

Purpose of the Development in the Countryside

6.1 Policy WMP10 of the Waste and Minerals Plan supports proposals for the provision of new wastewater management, treatment and disposal facilities where the development is a necessary extension of existing infrastructure and where it is required to meet, inter alia, relevant environmental standards. Regard should also be had to Saved Policy GD2 of the Wealden Local Plan 1998, which resists development outside the development boundary unless it is in accordance with the specific policies of the Plan.

6.2 Uckfield WTW is an established wastewater treatment works, serving much of Uckfield and the local area. The scheme of proposed work forms part of a major programme of refurbishment and upgrading of existing wastewater treatment facilities and associated sewer infrastructure, required by the waste industry regulator, Office of Water Services (OFWAT) and the Environment Agency, to be put in place between 2015 and 2020. Principally, latest standards relate to the levels of phosphorous and ammonia in the discharges from the outfall.

6.3 The applicant has specified that the current treatment process cannot remove phosphorous and the proposed kiosk development is therefore considered necessary to provide the sufficient hydraulic and biological capacity at the WTW for the projected population growth forecast for the area and essential capital maintenance to ensure it can continue to operate effectively. The works will also replace the existing inefficient cess plant with more modern equipment that will provide a more efficient and effective processing system.

6.4 Uckfield WTW occupies a countryside location, outside of the development boundary for Uckfield. The WTW is long established and comprises the necessary infrastructure which serves the local community. Development to upgrade the works is required from time to time to meet appropriate standards and improve waste water discharge to the water environment. Such upgrades can usually be achieved within the existing operational area of the treatment works, which avoids the need to develop new facilities elsewhere. The current proposal is for 5 kiosks within the operational area of the WTW. Not only will this development seek to make best use of the existing WTW infrastructure, it would effectively contain development within the existing operational boundary of the WTW.

6.5 Overall, the works proposed allow for the increased capacity, enhanced effluent quality and efficiency at the site and is therefore supported by Policy WMP10 of the Waste and Minerals Plan. Furthermore, the proposed

development would be contained within the existing site and will not further encroach on the surrounding countryside, in accordance with Saved Policy GD2 of the Wealden Local Plan 1998.

Siting, Design and Effect on Amenity

6.6 Policy WMP23a of the Waste and Minerals Plan and Saved Policy EN27 of the Wealden Local Plan require proposals to be of a scale, form and character appropriate to its location and to respect the character of adjoining development. In addition, Policy WMP25 of the Waste and Minerals Plan requires proposals to have no unacceptable effect on the standard of amenity appropriate to the established, permitted or allocated land uses of the local and host communities, likely to be affected by the development. Furthermore, there should be no significant adverse impact on air quality or the acoustic environment, and adequate controls should be secured regarding dust, litter, noise and odour resulting from the development.

6.7 The proposed kiosks have been positioned, where possible, centrally within the site adjacent to existing structures. As previously mentioned the site benefits from a mature tree lined boundary to the west and north which provide a significant level of screening from wider views into the site from the adjoining A22 and Bellbrook Industrial Estate. To the south and east of the site is currently open agricultural land. Any views of the WTW from the properties to the east would be restricted by virtue of the distance and topography and the proposed structures will be seen against the backdrop of the existing buildings on the site. Moreover, the proposed kiosks are smaller buildings in comparison to the other plant structures currently on the site and would not, in themselves, cause an adverse visual effect. A holly green finish has also been specified for the kiosks, which will help them assimilate with the site and the rural character of the area.

6.8 In addition, the proposed landscaping mound will occupy a discreet area in the south-western corner of the site, which currently contains an embankment consisting of unmanaged grassland with tussock forming grasses. While at present the views in to the site from this aspect are limited, given the agricultural nature of the land, the applicant is aware of the future potential for the land to the south of the works to be developed for residential use and therefore seeks to retain spoil from the excavation works to provide an additional level of screening to this part of the site. This will effectively aid in reducing any potential future public views into the site from the south.

6.9 The operations resulting from the proposed kiosks are not odour generating and it is anticipated that as a result of the proposed development there should not be any adverse impacts in terms of odour at the site. In addition, the proposed kiosks will not produce a notable level of noise, as all

operational equipment will be enclosed within the buildings and any noise created as a result of the proposed development will be unnoticeable in relation to the surrounding land uses such as the A22 to the west and the industrial units within the Bellbrook Industrial Estate to the north of the site. However, it is considered that local residents may be subject to some noise disturbance during construction from machinery and vehicle movements. While the intervening distance would provide some noise attenuation, in order to protect the amenity of the occupiers of the residential properties to the east, it is proposed that the hours of construction are secured by condition to avoid the construction activities taking place at unsociable hours.

6.10 Additionally, the applicant is proposing to install some temporary lighting to assist during the construction period, for use namely during the shorter days in the winter months. A condition will be attached to any grant of planning permission to ensure that these will be used within the hours of construction only and turned off when not required. Further permanent low level task lighting at the site is proposed to be installed in the vicinity of the proposed kiosks, for use by the operational personnel when necessary. The proposed lighting would comprise of low energy LED Luminaires, with day-light sensing control, the details and location of which will be secured by an appropriate condition attached to any grant of planning permission. Existing lighting on the site is already in operation with no apparent adverse impacts and it is therefore considered that additional low level lighting will not have any adverse impact on the surrounding area or residential properties.

6.11 Overall, it is considered that given the extent of the existing screening on the site and the scale of the development proposed, there will be no adverse visual impact on the landscape or visual amenity. It is considered that the proposed development will not equate to any unacceptable levels of noise or odour and would respect the amenity of the residential properties to the east. Furthermore, the proposed landscape mound will be located in a discreet part of the site and will reduce the amount of waste leaving the site, whilst, providing appropriate screening. Consequently, the proposal accords with Policy WMP 23a and WMP25 of the Waste and Minerals Plan and Saved Policy EN27 of the Wealden Local Plan.

Traffic and Access

6.12 Policy WMP26 of the Waste and Minerals Plan and Saved Policy TR3 of the Wealden Local Plan, require development proposals, to have adequate access arrangements, to not result in unacceptable safety hazards for other road users, or have an adverse impact on highway conditions, and have suitable turning and parking areas. Furthermore, Policy EN27 of the Wealden Local Plan requires development to not create an unacceptable adverse

impact on the amenities of adjoining developments and the neighbourhood in terms of traffic movements.

6.13 Two local residents occupying properties on Farriers Way and Anvil Close, have raised concerns with regard to the use of Bridge Farm Road, which runs through the residential estate to the east of the site and is the existing access to the WTW. It is suggested that the continued use of this road to access the facility is unsuitable given the residential nature of the area. Subsequently, both Objectors request that an access from the A22 would be preferable to reduce the impact on the residents in the area from vehicles accessing the site, particularly as activity at the site is to be increased for a temporary period during construction.

6.14 It is proposed that construction traffic will access the site from the existing access off Bridge Farm Road to the east, as the only access to the site. Parking for vehicles will be accommodated within the WTW site where sufficient space can be provided for loading, storage and turning. Traffic movements will be managed in accordance with Contractors' Project Environmental Plan, the details of which will be secured by appropriate condition attached to any grant of planning permission.

6.15 The overall construction vehicle movements associated with the proposed works are considered to be modest and the Highway Authority does not raise any objection to the scheme as the proposed movements are not of a level to warrant highway concern. Taking into consideration the comments of Wealden District Council, it is noted that some disturbance from the vehicle movements may occur for residents who live within close proximity to Bridge Farm Road. However, it is considered that a reduction in working hours at the site would have an impact on the duration of the proposed programme of works, effectively prolonging the required construction period. It is therefore suggested that a condition is proposed to restrict HGV movements to the site before 08.00 hours rather than the proposed 07.00 hours. Consequently, this will allow staff and smaller vehicles to access the site prior to this and subsequently avoid the need to extend the construction period of the works.

6.16 In terms of the access arrangements, Southern Water has considered providing temporary alternative access to the site for the duration of the works, including a new temporary access from the A22, as has been suggested. This was discounted for two main reasons. First, the driver for the scheme is a legal obligation with the Environment Agency to ensure the site is meeting the relevant phosphorus and ammonia removal levels by 2020. It would therefore not be viable to gain and implement the necessary highway consent to meet the deadlines set by the Environment Agency, given the works that would be required to create the new access. Notwithstanding the

need for gaining the relevant consent, the new access road would require the removal of a significant level of trees from the western site boundary to provide sufficient sight lines, which would have a detrimental impact on the surrounding landscape.

6.17 In addition, the applicant has specified that a practical approach to vehicles entering and leaving the site will be implemented by the Contractor to avoid any delays occurring outside the site and on Bridge Farm Road. The contact details of the site manager will also be made available to local residents to ensure a direct line of contact is available for concerns during the construction period. Furthermore, the disruption caused by the construction works will be for a temporary period and on completion of the works the operational traffic movements will not increase beyond existing levels.

6.18 In considering these matters, the proposal would not result in any unacceptable adverse effect on amenity and the suggested restriction of HGV movements to and from the site prior to 08.00 hours, will aid in managing the traffic impacts associated with the construction phase of the development. As a consequence it is not considered that the proposal conflicts with Policy WMP26 of the Waste and Minerals Plan or Saved Policies TR3 and EN27 of the Wealden Local Plan.

Effect on the Ashdown Forest SAC/SP

6.19 The application site lies within 7 kilometres (km) of the Ashdown Forest, parts of which are designated as a Special Protection Area (SPA), Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI), thereby affording it the highest protection in nature conservation terms.

6.20 Policy WCS12 of the Wealden District Council Core Strategy Local Plan requires development proposals located within 7km of the Ashdown Forest which would, individually or in combination with other development, increase recreation and traffic pressures upon the internationally designated areas, to mitigate its own impact. This approach is echoed within Policy WMP27 of the Waste and Minerals Plan which requires proposals to have no significant adverse impact on sites of national and local importance for nature conservation. Furthermore, waste or mineral developments that are likely to result in an increase of more than 200 heavy duty vehicles per day on any road that lies within 200 metres of a European site, will be subject to a project level Habitats Regulation Assessment (HRA) screening to evaluate air quality impacts.

6.21 It is estimated that during the mobilisation stage (4 weeks) of the proposed works there would be approximately 10 HGV movements, and 20 light vehicles per day in addition to 2 crane vehicles, over the period.

Following this it is estimated that during the main construction phase there would be 6 HGV movements per week and 25 light vehicles per day. These trips will be undertaken for a temporary period, in addition to the existing movements associated with the continued operation of the facility. On completion of the development, it is not anticipated that there would be any increase in visits to the site over and above the existing frequency.

6.22 The main consideration for the current proposal with regard to the Ashdown Forest, is whether it would be adversely affected by the increase in nitrogen emissions resulting from the increase in vehicle movements to and from the site. Most vehicles will emit nitrogen compounds and traffic movements associated with this proposal will contribute to overall emissions. However, given the nature of the proposed development and the anticipated number of vehicle movements, it is not considered that there will be a material affect on the Ashdown Forest as a result of nitrogen levels arising from traffic generated by the proposed development.

7. Conclusion and reasons for approval

7.1 In accordance with Section 38 of the Planning and Compulsory Purchase Act 2004 the decision on this application should be taken in accordance with the Development Plan unless material considerations indicate otherwise.

7.2 The proposal is for the construction of 5 walk-in kiosks to facilitate a legal obligation with the Environment Agency to ensure that the site is meeting the relevant phosphorous and ammonia removal levels, to improve the quality of the wastewater discharge into the water environment, in addition, to other upgrading works to ensure the effectiveness of the treatment process. The proposed kiosks would be located centrally within the WTW and would integrate well with the existing infrastructure on the site. The site is well screened from public views and it is considered that the local landscape would be unaffected by the proposed development. Access to the site would continue to utilise the Bridge Farm Road and the site provides adequate space for the parking, loading, storage and turning of vehicles. The movements associated with the construction works are considered to be modest and it is therefore considered that there would be no unacceptable effect on amenity. The proposal therefore complies with WMP3d, WMP10, WMP23a, WMP25, WMP26 and WMP27 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013, Saved Policies GD2, EN27 and TR3 of the Wealden Local Plan and Policy WCS12 of the Wealden

District (incorporating part of the South Downs National Park) Local Development Framework, Core Strategy 2013.

7.3 In determining this planning application, the County Council has worked with the applicant and agent in a positive and proactive manner. The Council has also sought views from consultees and neighbours and has considered these in preparing the recommendation. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, and as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

7.4 There are no other material considerations and the decision should be taken in accordance with the Development Plan.

8. Recommendation

8.1 To recommend the Planning Committee to grant planning permission subject to the following conditions:-

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

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

2. The development hereby permitted shall be carried out in accordance with the plans listed in the Schedule of Approved Plans.

Reason: For the avoidance of doubt and in the interests of proper planning.

3. No works or activities associated with the development hereby permitted shall be carried out and no deliveries shall be taken to or dispatched from the site in connection with the construction of the development hereby permitted other than between the hours of 07.00 to 18.00 on Mondays to Fridays inclusive and 07.30 to 13.00 on Saturdays and not at any time on Sundays, Bank and Public Holiday, except for works of essential maintenance or which are to respond to an emergency, unless otherwise agreed in writing by the Director of Communities, Economy and Transport. No later than two working days after the carrying out of such works full details of the time, date, reason for and nature of the works shall be given in writing to the Director of Communities, Economy and Transport.

Reason: To safeguard the amenities of the locality in general, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Saved Policy EN27 of the Wealden Local Plan 1998.

4. Notwithstanding the requirements of Condition 3 above, no deliveries by heavy goods vehicles (over 7.5 tonnes) shall be taken or dispatched from the site in connection with the construction of the development hereby permitted other than between the hours of 08.00 to 18.00 on Mondays to Fridays inclusive and 08.00 to 13.00 on Saturdays and not at any time on Sundays, Bank and Public Holidays, unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

Reason: In the interest of highway safety and safeguarding the amenities of persons in the locality, in accordance with Policies WMP26 and WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Saved Policy EN27 of the Wealden Local Plan 1998.

5. Prior to the commencement of development, the Contractors Project Environmental Plan shall be submitted to and approved in writing by the Director of Communities, Economy and Transport. The construction of the development shall be carried out in full accordance with the approved details, unless otherwise agreed in writing with the Director of Communities, Economy and Transport.

Reason: In the interest of highway safety and amenity, in accordance with Policies WMP25 and WMP26 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Saved Policy EN27 of the Wealden Local Plan 1998.

6. Prior to the development hereby permitted being brought into use a landscaping scheme, including proposals for the tree and understory shrub planting on the southern and eastern boundary of the site, noting species and location, together with a programme for the implementation and maintenance shall be submitted to and approved by the Director of Communities, Economy and Transport. The planting shall thereafter be undertaken during the first available planting season following the approval of the details and maintained in accordance with the approved scheme.

Reason: To close the gaps in the existing tree belt on the southern and eastern boundary of the site to integrate the development effectively into the surrounding environment and in the interest of the visual amenity of the locality, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Saved Policy EN27 of the Wealden Local Plan 1998.

7. All trees and hedgerows within the application site shall be retained and protected in accordance with BS 5837:2015 - Trees in Relation to Design, Demolition and Construction. In the event that any trees or hedgerows are removed or seriously damaged as a result of construction activities, they shall be replaced in the next planting season following

completion of construction, in accordance with details which are first submitted to and approved in writing by the Director of Communities, Economy and Transport.

Reason: To ensure the protection of existing trees and hedgerows in the interests of visual amenity and biodiversity, in accordance with Policy WMP25 and WMP27 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

8. No lighting and no powered generators associated with the construction of the development hereby permitted shall be operated outside the permitted operating hours set out in Condition 3, unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

Reason: To safeguard the amenity of the occupiers of properties within the vicinity of the site and to comply with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Saved Policy EN27 of the Wealden Local Plan 1998.

9. Prior to the development hereby permitted being brought into use, details of the proposed artificial external permanent lighting to be installed at the site, including type, location, hours of use and layout plan with beam orientation, shall be submitted to and approved by the Director of Communities, Economy and Transport. The lighting shall be installed in accordance with the approved details, unless otherwise agreed in writing with the Director of Communities, Economy and Transport.

Reason: To safeguard the amenity of the occupiers of properties within the vicinity of the site and to comply with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and Saved Policy EN27 of the Wealden Local Plan 1998.

10. During any form of earthworks and/or excavations that are carried out as part of the development, suitable vehicle wheel washing equipment shall be provided within the site. The facilities shall be retained in working order at all times and shall be used by construction related vehicles carrying mud, dust or other debris on its wheels before leaving the site. No vehicle associated with the development shall leave the site carrying mud, dust or debris on its wheels.

Reason: In the interests of highway safety and amenity of the locality, in accordance with Policies WMP26 and WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

INFORMATIVES

1. The Applicant's attention is drawn to the provisions of The Wildlife and Countryside Act 1981 (as amended) particularly with regard to the

protection of reptiles, bats and nesting birds, which may be affected during the proposed operations.

2. The Applicant's attention is drawn to their responsibility to maintain the private access track to the site, which adjoins Bridge Farm Road, in good order to avoid any adverse impact from the use of the road on the amenity of adjoining residential properties.

Schedule of Approved Plans

Site Layout Plan JN.639102.0Z0709 Rev C, Alkalinity Dosing Plant Plan & Elevations JN.639102.0Z0705 Rev B, Ferric Dosing Plant Plan & Elevations Sheet 1 of 2 JN.639102.0Z0706 Rev B, Ferric Dosing Plant Plan & Elevations Sheet 2 of 2 JN.639102.0Z0711 Rev A, Sludge MCC Kiosk Plan & Elevations JN.639102.0Z0710 Rev A, Tertiary MCC Kiosk Plan & Elevations JN.639102.0Z1904 Rev B, Landscaped Area Plan & Sections JN.639102.0Z0712 Rev A, Site Location Plan JN.639102.0Z0708 Rev C

RUPERT CLUBB

Director of Communities, Economy and Transport

11 October 2016

BACKGROUND DOCUMENTS

Planning Application File WD/778/CM

The Development Plan

National Planning Policy Framework

National Planning Policy for Waste