

LOCATIONS FOR LAND-WON AGGREGATES EXTRACTION

1. Stanton's Farm, East Chiltington Inset Plan B Area 5 Ha

(a) Site Description

- 1.1 A large open field currently in agricultural use, which is slightly undulating and has most recently been used for grazing of livestock. The land is classified as Grades 3a and 3b under the MAFF agricultural land classification.
- 1.2 The northern boundary abuts open farmland which rises northwards towards East Chiltington, the nearest part of the village being some 400m distant. Novington Sandpit, a currently operational building sand site, forms the western boundary, and an area of mixed woodland, Long Wood, extends along most of the southern boundary. The remaining boundary including the whole of the eastern boundary, is formed by a footpath (East Chiltington 19b) which links East Chiltington church, Novington Manor, and Plumpton Lane.
- 1.3 There are two semi-detached properties, Stanton's Farm Cottages, which immediately adjoin the north-eastern corner of the field.

(b) Resource Assessment

- 1.4 The area overlies the Folkestone Beds of the Lower Greensand formation, the northern boundary of which is approximately along the northern field boundary. The outcrop slopes west-south-westwards at an angle of about 8 degrees, and close to the southern boundary of the area the Folkestone Beds dip below the overlying Gault Clay. The potential resource is therefore quite narrow in this part of the plan area.
- 1.5 It is reasonable to assume that the extent and nature of the resource is similar to that in the adjoining Novington Sandpit, with the thicker part of the seam to the south of the area. There may be some thinning of the seam towards the east.

(c) Designations

- 1.6 No formal designations affect the site. However, the northern boundary of the Sussex Downs AONB runs along the bridleway to the south east of Long Wood and is close to the southern boundary of the area for a short distance.

(d) Access

- 1.7 Access would not be permitted eastwards to Novington Lane. Novington Sandpit is linked to Plumpton Lane C110 by an access track, and continued use of this track would be the preferred option.
- 1.8 Plumpton Lane is not a high standard road, but it is at present unaffected by any highway restrictions. However, its junction with the B2116 Lewes Road at the Half

Moon, 1km to the south, is sub-standard and for these reasons any significant increases in mineral traffic would not be acceptable. Lorry bans are in preparation for both Plumpton Lane and Streat Lane. However, lorries requiring access to Novington Sandpit would be exempt from this restriction.

(e) Constraints

- 1.9 The local highway network is a constraint on the scale of any future mineral working. In particular, the need for mineral traffic to use poor standard routes, and the potential impact of lorries passing through Plumpton village will place constraints on acceptable levels of traffic.
- 1.10 An appropriate 'buffer zone' will need to be established to safeguard the amenities of Stanton's Farm Cottages, whilst adjoining ancient woodland will need to be protected against adverse changes in hydrology. There would be merit in combining access and plant requirements with those at the existing sandpit.

(f) Potential Reserves

- 1.11 The County Council has no detailed geological information on this area, but assuming an average thickness of deposit of 5m, the site could yield up to 400,000 tonnes of sand. This figure could be reduced by the need to establish the 'buffer zone'. Extraction could be completed within the Plan period.

2. Sovereign Harbour, Eastbourne Inset Plan I Area 47 Ha

(a) Site Description

- 2.1 An area of partly vegetated beach deposits located between the sea and the A259 Pevensey Bay Road, with the built-up area of Eastbourne to the south-west, and former (now restored) mineral workings to the north-east. Hollows, some water-filled, mark the location of previous sand and gravel extraction which dates back to the 1960s.
- 2.2 This area was granted an outline planning permission for a marina, with associated housing, office, retail and commercial development in 1987. Following the approval of details, the western part of the site is now under active development, with harbour and water areas, housing, and a local shopping centre already constructed. The eastern part of the site remains undeveloped, although an outline consent for housing development associated with a new water area was granted in December 1995.

(b) Resource Assessment

- 2.3 An extensive area of largely flint-based storm beach gravels, which has been subject to a detailed borehole investigation in association with the marina development. The average thickness of the deposit is estimated at 5m.

(c) Designations

- 2.4 No formal designations affect the site. However, an area behind the foreshore

along the south-east boundary has geomorphological importance as a surviving remnant of the shingle ridges which characterise this part of the coast, and the associated flora and fauna are a valuable habitat. The area close to the foreshore also requires protection for sea defence purposes.

(d) Access

- 2.5 Road access from the site is to A259 Pevensey Bay Road. Roundabout junctions between the main access into the marina development and the A259 are already in place.

(e) Constraints

- 2.6 The prime constraint is the extent to which the marina-based development requires the creation of water areas. The excavation of these areas could provide the opportunity for the production of commercial aggregate. The original Master Plan for the site indicated substantial areas of water which it was estimated could have produced up to 2 million tonnes of sand and gravel. However design changes have reduced the potential for extraction, with the proportion of built development increasing, and Eastbourne Borough Council have set a target of 32% of the development to be water area.
- 2.7 Much more limited excavation now seems likely from the development. It is also uncertain how much material would potentially be available for commercial use by the construction industry.
- 2.8 Constraints along the foreshore are unlikely to restrict the yield from this site.

(f) Potential Reserves

- 2.9 The yield from this site will depend on the final form of the development. On the basis that about 30% of the site area may be excavated to provide water area, this could yield in excess of 1 million tonnes of aggregate. However, allowances would have to be made for existing water areas, and possible use of material for fill elsewhere on the site, and this could reduce the potential yield considerably. The site is likely to be completed within the Plan period.

3.	Scotney Court Extension	
4.	Wall Farm	
5.	Broomhill North	Inset Plan L Area 184 Ha

(a) Site Description

- 3.1 A flat, treeless area forming part of Romney Marsh, with a well established system of drainage dykes forming field boundaries. The land is classified as Grades 3 and 4 under the MAFF agricultural land classification, with the emphasis on livestock production.
- 3.2 The 'areas of search' are more than 1.5km north-east of Camber, largely remote from any dwellings, and they are close to the Kent county boundary. Operational

sand and gravel workings (and an area with permission for extraction) adjoin the area to the east, and the C24 Lydd Road is close to the south-eastern boundary.

(b) Resource Assessment

- 3.3 The area is underlain by a number of shingle ridges formed of storm beach gravels associated with the formation of Dungeness. There is also an outcrop of sandy material (the Midley Sands) extending from Broomhill north-eastwards to the Kent boundary.
- 3.4 There is a history of commercial mineral extraction in this area, but only the ridge areas are likely to be mineral bearing. Borehole data from the adjoining extension to Scotney Court would suggest an average deposit thickness of 4m.

(c) Designations

- 3.5 None affect the 'area of search'. However the area adjoining the northern boundary forms part of the Walland Marsh SSSI, and is also Grade 1 agricultural land. The southern boundary has been determined by the Coastal Defences Safeguarding Policy identified by the former NRA (now part of the Environment Agency). This effectively excludes extraction from an area within 1km of the coastline.

(d) Access

- 3.6 Access could be achieved directly to the C24 Lydd Road.

(e) Constraints

- 3.7 Whilst the C24 is of adequate standard, and routeing of quarry traffic either west or east would be possible, there are constraints arising from the local highway network. A limit on movements through Camber will be necessary to avoid unacceptable impact on the village, and conflict with tourist activities in the village.
- 3.8 Similarly, the substandard nature of the South Coast Road A259 through Rye is a significant constraint to any major increase in traffic. Therefore it is desirable to restrict new aggregate traffic until completion of highway improvements.
- 3.9 The overall extent of working, and in particular subsequent restoration, will need to acknowledge the unique character of Dungeness, and there should be a limit on water-based after-uses. This is likely to restrict the potential area of working. The importance of sensitive restoration is acknowledged, and appropriate District Councils will be consulted on proposals.

(f) Potential Reserves

- 3.10 These are determined by the existence of surviving shingle ridges, and the potential from the outcrop of the Midley Sands. A detailed reserve calculation will depend upon accurate surveying of these ridges, as it is likely that parts of the 'areas of search' between the ridges will be barren.