

<b><u>No:</u></b>	<b>BH2006/00900</b>	<b><u>Ward:</u></b>	<b>HOLLINGBURY &amp; STANMER</b>
<b><u>Address:</u></b>	<b>Former abattoir and depot site, Hollingdean Lane</b>		
<b><u>Proposal:</u></b>	<b>Construction and operation of a materials recovery facility, waste transfer station and visitor centre/office building and ancillary infrastructure including gatehouse building and weighbridge, parking and highway revisions including creation of new access off Upper Hollingdean Road.</b>		
<b><u>Officer:</u></b>	Maria Seale, tel: 292322	<b><u>Received Date:</u></b>	20 March 2006
<b><u>Con Area:</u></b>	N/A	<b><u>Expiry Date:</u></b>	19 <sup>th</sup> June 2006
<b><u>Agent:</u></b>	N/A		
<b><u>Applicant</u></b>	Veolia E S South Downs Ltd, Freeman House, Ellen Street, Portslade		

## 1 SUMMARY

This report considers an application for full Planning Permission for construction of waste facilities on the former abattoir site off Hollingdean Lane, adjacent to the existing municipal waste depot in Upper Hollingdean Road.

These facilities comprise 3 main buildings - a materials recovery facility (MRF), a waste transfer station (WTS) and a visitor/office building. The MRF would receive separated recyclable material from kerbside collection schemes, recycling points and household waste recycling sites, such as paper, metal, cardboard, glass and plastic. It would then be further separated and bulked, ready for onward transfer to processing companies for recycling. The WTS would receive general household waste from collection rounds and will bulk it for collection by HGVs who would then take it on to landfill. The MRF/WTS facility would have the capacity to manage up to 160,000 tones of waste per year.

The buildings would be up to 15 metres in height and would be of a modern design with grey clad elevations and curved roofs. A 'green' roof and 'green' walls are proposed on the MRF. It is proposed to incorporate noise, odour and dust suppression measures within the MRF and WTS buildings.

The proposal would generate 33 return trips per day of articulated HGVs collecting the sorted bulked materials and waste. These would be routed via the Vogue Gyratory and would not use Ditchling Road. These would add less than 1% to all the surveyed traffic movements in

the locality. The number of existing City Clean vehicles would not increase as a direct result of the proposed waste facility. The proposal would result in a reduction of some traffic movements to landfill against which currently occurs, as a smaller number of HGVs will take bulked up waste in place of a larger number of smaller refuse vehicles. The proposal would also generate the transport movement associated with up to 30 staff employed at the site.

A new vehicular access is proposed off Upper Hollingdean Lane and the existing road will be realigned on the approach to the railway bridge to allow greater visibility and improve safety. Vehicular access from eastern end of Hollingdean Lane will be blocked off. 23 car parking spaces are proposed on site.

The East Sussex and Brighton and Hove Waste Local Plan identifies a vital need for the provision of waste facilities in the Plan area to ensure the sustainable management of waste. Landfill at Pebsham/Beddingham are anticipated to be full by 2008 and facilities which help minimise the amount of waste sent to landfill and help manage the waste in a more sustainable way are encouraged. The former abattoir site has been identified as a site suitable for a materials recovery facility and industrial uses under **policy EM1** of the adopted Brighton and Hove Local Plan, and is identified for a waste transfer station and materials recovery facility under **policy WLP8(b)** of the adopted East Sussex and Brighton and Hove Waste Local Plan.

There is an up to date **Supplementary Planning Guidance Note (SPGBH17: Hollingdean/Abattoir)**, adopted on 29<sup>th</sup> January 2004 by the council's Environment Committee, the main aim of which is to:

- ***Secure well designed, modern waste facilities consistent with the council's waste local plan policies;***
- ***To achieve the upgrading/rationalisation of key uses retained on the site;***
- ***To facilitate/enable further opportunities to achieve waste related and/or industrial development on the site;***
- ***The secure substantial environmental improvements***

The principle of development of the site for a waste facility is therefore considered to have been established by these policies. In addition, the application contain an Alternative Sites Assessment which establishes that there are no other suitable sites available in the city for the proposed facilities. The site has a long history of waste and industrial uses.

Concern has been expressed from a substantial number of local residents and groups on various grounds, including: excessive traffic generation, noise, dust, pollution, odour; wrong site as this is a residential area; adverse impact to health, including that of school children; adverse impact on highway safety. These views are summarised within this report and the issues are discussed.

An Environmental Statement (ES) has been submitted with the application, which outlines all the likely environmental impacts of the development and suggests mitigation measures where adverse impacts are identified. The findings of the ES are that the proposal would not have a significant adverse impact on the environment including in terms of traffic generation and highway safety, residential amenity, visual amenity, ecology of the site and amenity of the locality in general. The Environmental Statement is considered to be robust in terms of its methodology.

The views of internal and external statutory consultees were sought on the information submitted and are summarised and discussed within this report. The council's Transport Manager, Environmental Health Manager, Conservation and Design Manager, Sustainability Team, Ecologist and Arboriculturalist are satisfied with the proposal provided satisfactory mitigation measures and benefits are secured by condition and section 106 agreement. The council's Environmental Health team advise that there are existing examples of MRF/WTS facilities in residential areas that operate without complaint. The Environment Agency raises no objection in principle to the proposal, and will also control the proposal through conditions of the Waste Management Licence. An independent assessment from the Health Protection Agency concludes that the proposal does not suggest any serious health risks.

The package of mitigation measures secured through the section 106 process and by condition to meet the demands of the development and to mitigate against any potential adverse effects include: restrictions on opening hours, restriction on the capacity of the facility, restriction on outside activity, requirement for noise, odour, dust suppression measures, a contribution towards the air quality management area and substantial tree planting.

This report concludes that the proposed development is in accordance with the provisions of central government advice, policies in the Development Plan and SPGBH17: Hollingdean Depot/Abattoir and would meet their key objectives. The report recognises that there is a vital need for such waste facilities to ensure

waste is managed in a sustainable way and it is therefore recommended that, subject to the measures secured by the Section 106 legal agreement and conditions outlined below, planning permission should be granted.

This application is to be the subject of a Sub-Committee site visit.

## **2 RECOMMENDATION**

That the Sub-Committee has taken into consideration and agrees with the reasons for the recommendation set out in paragraph 10 of this report and resolves that it is  **minded to grant planning permission** subject to:

**(i) The prior completion of a Section 106 obligation to secure the following:**

- The realignment of Upper Hollingdean Road and associated signage and road markings on approaches to the bridge
- The implementation of the new access off Upper Hollingdean Road and closure of existing access to meat market
- Implementation of the recommendations of the Stage 1 Safety Audit and any subsequent safety audits
- A routing agreement for HGV bulkers associated with the operation of the MRF and WTS to use the Vogue Gyrotory only (and not Ditchling Road) when arriving and leaving site
- A financial contribution of £10,000 towards construction of a cycle lane along Upper Hollingdean Road or towards the enhancement of other alternative sustainable modes of transport
- Implementation of a Construction Environmental Management Plan
- A Local Construction Employment Training Agreement
- A financial contribution of £30,000 towards the monitoring and/or implementation of works associated with Air Quality Action Plan associated with the Air Quality Management Area in the vicinity of the site
- Use of a minimum of Euro 4 compliant emission vehicles and commitment to subsequent vehicles purchased being of the most recent 'environmentally friendly' clean engine industry standard
- Off-site tree planting of 55 trees to a council specification, including 5 years maintenance, to enhance the greenway in Upper Hollingdean Road. Approximately 15 trees to be provided on the green opposite the site adjacent to Davey Drive/stonemasons yard and remainder for new street trees

along Upper Hollingdean Road.

- Installation of a peregrine nesting box on Dudney Lodge or Nettleton Court
- A financial contribution of £10,000 towards a series of workshops carried out by artists working with school pupils on the theme of art and the environment and recycling or alternatively to commission a one-off piece of art near to or in the entrance of the site or visitor centre/office building.

(Note: A more comprehensive summary of the Draft heads of terms of the section 106 Agreement is contained in the Appendix)

**and (ii) the following Conditions and Informatives:**

### **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 (as amended) of the Town and Country Planning Act 1990.
2. The materials recovery facility and waste transfer station hereby permitted shall not exceed a combined recyclable materials and waste throughput capacity of more than 160,000 tonnes per annum and annual monitoring evidence shall be submitted to demonstrate this, and to demonstrate that the associated vehicular trips do not exceed the total stated in the submitted Transport Assessment. **Reason:** The Environmental Statement submitted with the application is based on this throughput and the Local Planning Authority would wish to maintain control over future operation of the site in the interests of amenity and traffic management, to comply with policies QD27 and TR1 of the Brighton and Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 and EN15 of the East Sussex and Brighton & Hove Structure Plan.
3. The Waste Transfer Station hereby approved shall not be first brought into use until the weighbridges, gatehouse, security fencing, new access road and on and off-site highway improvements proposed as part of the application and car park (or temporary car park, details of which should be submitted to and agreed in writing by the Local Planning Authority), have been completed and the Materials Recovery Facility building shall not be first brought into use until the visitor centre/office building and permanent car park have been completed ready for use. **Reason:** To ensure the development is supported by the necessary infrastructure and in the interests of highway safety and security and to ensure the visitor centre is delivered as part of the development, to comply with policies TR1, TR7, HO19,

QD27 and QD7 of the Brighton and Hove Local Plan and adopted SPGBH17: Hollingdean Depot/Abbatoir and WLP1, WLP35 and WLP36 of the East Sussex and Brighton and Hove Waste Local Plan and S1, TR3 and TR16 of the East Sussex and Brighton & Hove Structure Plan and T1 of RPG9.

4. Upon first arrival at the waste transfer station building, residual waste stored within the building shall not be stored for a period of longer than 72 hours unless otherwise first agreed in writing by the Local Planning Authority. **Reason:** In the interests of amenity, to comply with policy QD27 of the Brighton and Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan.
5. Recyclable materials shall only be received and processed materials shall only be removed from the Materials Recovery Facility building between the hours of 07.00 to 19.00 Monday to Friday, 07.30 and 16.00 on Saturdays following a Bank Holiday and not at anytime on Sundays or Bank Holidays unless first agreed in writing by the Local Planning Authority. Internal start-up and shut-down operations within the Materials Recovery Facility building shall not extend beyond 30 minutes either side of these hours **Reason:** To protect the amenity of the occupiers of nearby residential properties and the amenity of the locality in general, to comply with policies QD27 and SU10 of the Brighton and Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 and EN15 of the East Sussex and Brighton & Hove Structure Plan.
6. With the exception of vehicles and activities associated with the handling of street cleansing waste and communal bins, waste materials shall only be received, handled and removed from the Waste Transfer Station between the hours of 06.30 to 18.30 Monday to Friday, 07.30 and 16.00 on Saturdays following a Bank Holiday and not at anytime on Sundays or Bank Holidays unless first agreed in writing by the Local Planning Authority. **Reason:** To protect the amenity of the occupiers of nearby residential properties and the amenity of the locality in general, to comply with policies QD27 and SU10 of the Brighton and Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 and EN15 of the East Sussex and Brighton & Hove Structure Plan.
7. Waste materials associated with communal bins shall only be received and handled by the Waste Transfer Station between the hours of 06.00 – 22.00 hours Monday to Saturdays and not at and not at anytime on Sundays or Bank Holidays and a maximum of 24 loads only shall be deposited per day except

where these times/number of loads are otherwise agreed in writing by the Local Planning Authority. **Reason:** To protect the amenity of the occupiers of nearby residential properties and the amenity of the locality in general, to comply with policies QD27 and SU10 of the Brighton and Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 and EN15 of the East Sussex and Brighton & Hove Structure Plan.

8. Waste materials and activities associated with the handling of street cleansing waste shall be restricted to a maximum of 15 loads per day except where such operations are required in connection with major events and festivals. **Reason:** To protect the amenity of the occupiers of nearby residential properties and the amenity of the locality in general, to comply with policies QD27 and SU10 of the Brighton and Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 and EN15 of the East Sussex and Brighton & Hove Structure Plan.
9. The Materials Recovery Facility and Waste Transfer Station buildings hereby permitted shall not be first brought into use until a design specification has been submitted to the Local Planning Authority and agreed in writing, which details the acoustic properties of the respective buildings and sound insulation work proposed, including acoustic louvres and doors. The use of the respective buildings shall not commence until all specified work has been carried out to the satisfaction of the Local Planning Authority. The design specification shall be in accordance with the principles specified in chapter 9 of the Environment Statement and Proposed Materials Recovery Facility & Waste Transfer Station produced by Terence O'Rourke on behalf of Onyx (Veolia) Report No. 1578.12m dated March 2006. **Reason:** To protect the amenity of the occupiers of nearby residential properties and the amenity of the locality in general, to comply with policies QD27 and SU10 of the Brighton and Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 and EN15 of the East Sussex and Brighton & Hove Structure Plan.
10. Noise associated with fixed plant and machinery incorporated within the development shall be controlled such that the Rating Level, measured or calculated at 1m from the façade of the nearest existing noise sensitive premises, shall not exceed a level 5 dB(A) below the existing LA90 background noise level. Rating Level and existing background noise levels to be determined as per the guidance provided in BS 4142:1997. **Reason:** To protect the amenity of the occupiers of nearby residential properties

and the amenity of the locality in general, to comply with policies QD27 and SU10 of the Brighton and Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 and EN15 of the East Sussex and Brighton & Hove Structure Plan.

11. The sum level of noise emitted by the operation of the materials recovery facility and waste transfer station measured at the receptors shall be in accordance with predicted levels shown in the results of the noise assessment in the Environment Statement, chapter 9, fig 9.6 (ref. Environmental Statement Proposed Materials Recovery Facility & Waste Transfer Station produced by Terence O'Rourke on behalf of Onyx (Veolia) Report No. 1578.12m dated March 2006. An acoustic report shall be provided demonstrating compliance with this condition within 3 months from the first operation of the completed waste transfer station and materials recovery facility, or within a time period agreed by the Local Planning Authority. The parameters and scope of this acoustic report shall be agreed with the Local Planning Authority. If the report shows non-compliance with the predicted levels in the Environmental Statement then details of further mitigation measures shall be submitted and agreed in writing to the Local Planning Authority and implemented.  
**Reason:** To protect the amenity of the occupiers of nearby residential properties and the amenity of the locality in general, to comply with policies QD27 and SU10 of the Brighton and Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 and EN15 of the East Sussex and Brighton & Hove Structure Plan.
12. No vehicles or machinery required for the operation of facilities in control of the operator of development shall be used on site unless fitted with silencers maintained in accordance with the manufacturers' recommendations and specification. **Reason:** To protect the amenity of the occupiers of nearby residential properties and the amenity of the locality in general, to comply with policies QD27 and SU10 of the Brighton and Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 and EN15 of the East Sussex and Brighton & Hove Structure Plan.
13. All vehicles or machinery associated with the waste facility use of the site under the control of the operator of the development, shall be fitted with a non-audible safety device or a "smart" form of reversing alarm, which produces a sound only audible to personnel in the immediate vicinity of the vehicle to which it is fitted. The waste transfer station or materials recovery facility shall not be first brought into use until a design



specification for the safety reversing device has been agreed with the Local Planning Authority and implemented. **Reason:** To protect the amenity of the occupiers of nearby residential properties and the amenity of the locality in general, to comply with policies QD27 and SU10 of the Brighton and Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 and EN15 of the East Sussex and Brighton & Hove Structure Plan.

14. The waste transfer station and materials recovery facility shall not be first brought into use until a scheme for the suppression of dust and odour from the operations has been submitted to and approved in writing by the Local Planning Authority. Once approved such a scheme shall be implemented and complied with at all times for the duration of the use hereby permitted. The design specification shall be in accordance with the principles specified in the Environment Statement, chapters 4 and 11 ref. Environmental Statement Proposed Materials recovery Facility & Waste Transfer Station produced by Terence O'Rourke on behalf of Onyx (Veolia) Report No. 1578.12m dated March 2006. **Reason:** To protect the amenity of the occupiers of nearby residential properties and the amenity of the locality in general, to comply with policies QD27 and SU9 of the Brighton and Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan and E7 of RPG9.
15. No development shall commence until a design specification has been submitted to the Local Planning Authority and approved in writing, detailing the acoustic properties of a (temporary or permanent) fencing screen that will run along the site boundary where it is closest to No. 1 & 2 Hollingdean Lane. The agreed fence shall be implemented before construction works commence and, if agreed to be temporary in nature during construction, shall be replaced with a permanent fence before the development hereby permitted is first brought into use. Details of a close boarded fence to run along eastern boundary of the Downs Infant's School playground adjacent to the existing dipping pond shall be submitted to and approved in writing by the Local Planning Authority and shall be installed before the waste transfer station and materials recovery facility buildings are first brought into use. **Reason:** To protect the amenity of the occupiers of no.1 and 2 Hollingdean Lane and users of playground at Downs Infant School, to comply with policies QD27 and SU10 of the Brighton and Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 and EN15 of the East Sussex and

Brighton & Hove Structure Plan.

16. All vehicle access doors to the Waste Transfer Station and Materials Recovery Facility will remain closed except to enable the ingress and egress of vehicles. **Reason:** To protect the amenity of the occupiers of nearby residential properties and the amenity of the locality in general, to comply with policies QD27, SU9 and SU10 of the Brighton and Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 and EN15 of the East Sussex and Brighton & Hove Structure Plan.
17. No materials shall be burnt on site. **Reason:** To protect the amenity of the occupiers of nearby residential properties and the amenity of the locality in general, to comply with policies QD27 and SU9 of the Brighton and Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan.
18. All loading, unloading, sorting and bulking activities shall occur within the Waste Transfer Station and Materials Recovery Facility buildings and no waste material shall be stored or tipped on to the ground for storage purposes, sorting or loading onto skips outside the buildings. **Reason:** To protect the amenity of the occupiers of nearby residential properties and the amenity of the locality in general, including visual amenity, to comply with policies QD27, SU9, SU10 and QD1 of the Brighton and Hove Local Plan and WLP1, WLP35 and WLP39 of the East Sussex and Brighton and Hove Waste Local Plan and S1, EN1 and EN15 of the East Sussex and Brighton & Hove Structure Plan.
19. No development shall take place until a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall include nomination of a competent person to oversee the implementation of the works and details of future maintenance and monitoring. The development shall not be occupied or brought into use until there has been submitted to the Local Planning Authority verification by the agreed competent person that any remediation scheme required and approved has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Local Planning Authority in advance of implementation). Unless otherwise agreed in writing by the Local Planning Authority such verification shall comprise:
  - i) as built drawings of the implemented scheme;

ii) photographs of the remediation works in progress;

iii) certificates demonstrating that imported and/or material left in situ is acceptable and satisfies the Environment Agency.

Thereafter the scheme shall be monitored by the applicant within a timescale to be agreed with the Local Planning Authority and maintained in accordance with the approved scheme. **Reason:** To prevent pollution and ensure satisfactory remediation of the site to comply with policy SU11 of the Brighton and Hove Local Plan and WLP1, WLP35 and WLP38 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan.

20. Notwithstanding the details on the submitted plans and documents, the development shall not be first brought into use until a scheme for the soft landscaping of the site has been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include details of planting, written specifications (including cultivation and other operations associated with tree, shrub, hedge or grass establishment), schedules of plants noting species, plant sizes and proposed numbers/ densities and an implementation programme. **Reason:** To ensure a satisfactory appearance to the development and enhance the biodiversity of the site, to comply with policies QD15, QD16 and QD17 of the Brighton and Hove Local Plan and WLP1, WLP35 and WLP39 of the East Sussex and Brighton and Hove Waste Local Plan and S1 and EN1, EN17, EN18, EN21 and EN26 of the East Sussex and Brighton & Hove Structure Plan and Q2 of RPG9.

21. All soft landscape works approved in accordance with condition 20 above shall be completed in full accordance with the approved scheme, within the first planting season following first occupation of the development hereby approved, or in accordance with a programme agreed with the Local Planning Authority. All trees, shrubs and hedge plants supplied shall comply with the requirements of British Standard 3936, Specification for Nursery Stock. All pre-planting site preparation, planting and post-planting maintenance works shall be carried out in accordance with the requirements of British Standard 4428 (1989) Code of Practice for General Landscape Operations (excluding hard surfaces). All new tree plantings shall be positioned in accordance with the requirements of Table 3 of British Standard BS5837 (2005): Trees in Relation to Construction. Any trees, shrubs or hedges planted in accordance with this condition which are removed, die, become severely damaged or become seriously diseased

within 5 years of planting shall be replaced within the next planting season by trees, shrubs or hedging plants of similar size and species to those originally required to be planted. **Reason:** To ensure there is satisfactory landscaping and highway provision to serve the development in the interests of visual amenity and to prevent pedestrian/vehicular conflict and enhance ecology, to comply with policies QD1, QD15, QD16, QD17 TR1, TR7 and TR8 of the Brighton & Hove Local Plan and WLP1, WLP35 and WLP39 of the East Sussex and Brighton and Hove Waste Local Plan and S1, EN1, EN17, EN18, EN21 and EN26 of the East Sussex and Brighton & Hove Structure Plan and Q2 of RPG9.

22. No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted, wilfully damaged or destroyed, cut back in any way or removed without the prior written consent of the Local Planning Authority. Any trees, shrubs or hedges removed without such consent, or which die or become severely damaged or seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species unless the Local Planning Authority gives written consent to any variation. **Reason:** To ensure there is satisfactory landscaping to serve the development in the interests of visual amenity and to enhance ecology, to comply with policies QD1, QD15, QD16 and QD17 of the Brighton & Hove Local Plan and WLP1, WLP35 and WLP39 of the East Sussex and Brighton and Hove Waste Local Plan and S1, EN1, EN17, EN18, EN21 and EN26 of the East Sussex and Brighton & Hove Structure Plan and Q2 of RPG9
23. Notwithstanding the details on the submitted plans and documents, no development or other operations shall commence on site in connection with the development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening, or any operations involving the use of motorised vehicles or construction machinery) until a detailed Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Method Statement shall be implemented before development commences and during construction and development. Such method statement shall include full detail of the following: Implementation, supervision and monitoring of the approved Tree Protection Scheme; Implementation, supervision and monitoring of the approved Treework Specification; Implementation, supervision and monitoring of all approved

construction works within any area designated as being fenced off or otherwise protected in the approved Tree Protection Scheme; Timing and phasing of Arboricultural works in relation to the approved development. **Reason:** To ensure the trees are satisfactorily protected as part of the development in the interests of visual amenity and ecology, to comply with policy QD16 and QD17 of the Brighton and Hove Local Plan and SPD06:Trees and Development Sites and WLP1, WLP35 and WLP39 of the East Sussex and Brighton and Hove Waste Local Plan and S1, EN1, EN17, EN18, EN21 and EN26 of the East Sussex and Brighton & Hove Structure Plan and Q2 of RPG9.

24. Notwithstanding the details on the submitted plans and documents, the development hereby permitted shall not be first brought into use until details of the hard landscaping, means of enclosure, roads, footpaths and street furniture within the development have been submitted to and approved in writing by the Local Planning Authority. The details shall ensure pedestrian and cycle access is maintained at all times along Hollingdean Lane along its existing route to where it finishes adjacent to the railway bridge as indicated on the submitted plans, and shall identify measures to ensure conflict between pedestrians and vehicles is minimised, such as through the provision of hatched areas with appropriate signage. The approved details shall be implemented before the development hereby permitted is first brought into use. **Reason:** To ensure there is satisfactory landscaping in the interests of visual amenity and to ensure that satisfactory pedestrian and cycle access is maintained in the interests of promoting sustainable modes of transport and to ensure the most direct pedestrian route through the site is maintained, and to prevent pedestrian/vehicular conflict, to comply with policies QD1, QD15, TR1, TR7 and TR8 of the Brighton & Hove Local Plan and WLP1, WLP2, WLP35, WLP36 and WLP39 of the East Sussex and Brighton and Hove Waste Local Plan and S1, TR1, TR2, TR3, TR4, TR33, S6, S13 and EN1 of the East Sussex and Brighton & Hove Structure Plan and T1, T4 and Q2 of RPG9.

25. The development hereby permitted shall not be first brought into use until the repair and extension of the flint wall which runs along the site boundary with Upper Hollingdean Road and within the site, as shown on the submitted drawings, has been implemented. A sample panel of the flint wall shall be submitted for written approval by the Local Planning Authority. The flint wall shall be implemented in accordance with the approved details. **Reason:** In the interests of visual amenity and to comply with policy QD1 of the Brighton and Hove Local Plan and

SPGBH17:Hollingdean Depot/Abattoir and WLP1, WLP35, WLP39 and WLP40 of the East Sussex and Brighton and Hove Waste Local Plan and S1, EN1 and EN26 of the East Sussex and Brighton & Hove Structure Plan and Q2 of RPG9.

26. No development of the buildings hereby approved shall take place until samples of the materials (including colour of render, paintwork or colourwash) to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The details should include how the materials chosen are part of a sustainable procurement strategy and how they rate highly in the BRE Green Guide to Specification. Development shall be carried out in accordance with the approved details. **Reason:** To ensure a high quality and sustainable development, to comply with policies QD1 and SU2 of the Brighton & Hove Local Plan and WLP1, WLP35 and WLP39 of the East Sussex and Brighton and Hove Waste Local Plan and S1 and EN1 of the East Sussex and Brighton & Hove Structure Plan and Q2 of RPG9.
27. The development hereby permitted shall not be first brought into use until details of the proposed 'grass-crete' car parking area shown on the approved plans, including 2 disabled spaces and associated works such as drop kerbs and tactile paving, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be first brought into use until the car park has been laid out and completed to the satisfaction of the Local Planning Authority. The car parking spaces shall thereafter only be used by staff and visitors to the development. Except where otherwise agreed in writing by the Local Planning Authority, car parking shall only within the designated parking spaces in the car park. **Reason:** To ensure that adequate parking provision is retained and parking does not occur haphazardly across the site and to ensure the sustainability of the scheme is not undermined, and in the interests of highway safety, to comply with policies TR1, TR4, TR7, TR8 and TR19 of the Brighton & Hove Local Plan and WLP1, WLP35 and WLP36 of the East Sussex and Brighton and Hove Waste Local Plan and S1, TR3 and TR16 of the East Sussex and Brighton & Hove Structure Plan and T1 and T3 of RPG9.
28. The development hereby permitted shall not be first brought into use until the cycle parking facilities for staff and visitors (minimum 15 spaces) have been provided. The cycle parking facilities shall thereafter be retained for use at all times. **Reason:** To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car, in

accordance with policies TR1 and TR14 of the Brighton & Hove Local Plan and WLP1, WLP2, WLP35 and WLP36 of the East Sussex and Brighton and Hove Waste Local Plan and S1, S6, S13, TR1, TR2, TR3, TR5, TR18 and TR33 of the East Sussex and Brighton & Hove Structure Plan and T1, T4 and Q2 of RPG9.

29. The development hereby permitted shall not be first occupied until a scheme for the provision of refuse and recycling storage facilities serving the buildings, and visitor/office building in particular, have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be implemented and made available for use before first occupation of the buildings and shall thereafter be retained for use at all times. **Reason:** To ensure provision of satisfactory facilities for the storage of refuse and recycling to comply with policy SU2 of the Brighton & Hove Local Plan and WLP1, WLP12 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan.
30. Prior to commencement of development of each respective building, details of measures to ensure that the visitor/office building and the Materials Recovery Facility and Waste Transfer Station buildings achieve an "Excellent" BREEAM rating shall be submitted to and approved in writing by the Local Planning Authority. This can be demonstrated through submission of BREEAM certificates at Design and Post Construction stages. The measures shall be implemented in strict accordance with the approved details. **Reason:** To ensure that the development is sustainable and makes efficient use of energy, water and materials and in accordance with policy SU2 of the Brighton & Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1, EN27 and EN28 of the East Sussex and Brighton & Hove Structure Plan and INF4 of RPG9.
31. The development hereby permitted shall not be commenced until further details of the measures contained in the Sustainability Statement submitted have been submitted to and approved in writing by the Local Planning Authority and subsequently implemented, including the proposed rainwater harvesting, photovoltaics and micro wind turbine. The details shall include siting, appearance, capacity and details of what the rainwater harvesting, photovoltaics and micro turbine will be used for. The rainwater harvesting shall at least be used for on-site irrigation of landscaping and vehicle washing and wider uses as to be agreed with the Local Planning Authority. **Reason:** In the interests of enhancing sustainability and re-use of

resources to comply with policy SU2 of the Brighton and Hove Local Plan and SPGBH16 and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1, EN27 and EN28 of the East Sussex and Brighton & Hove Structure Plan and INF4 of RPG9.

32. The development hereby permitted shall not be first brought into use until evidence that significant energy and carbon emission savings against a baseline to be agreed with the Local Planning Authority will be achieved in line with the conclusions of the Scott Wilson Energy Survey submitted on 2<sup>nd</sup> June 2006 has been submitted to and approved in writing by the Local Planning Authority and subsequently implemented. Monitoring evidence shall be submitted to the Local Planning Authority for written approval once the development is operating within a timescale to be agreed with the Local Planning Authority to demonstrate that the agreed targets are being achieved. Should the development fall below the agreed targets, details of further measures that will be introduced to meet the target shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented. **Reason:** In the interests of enhancing sustainability and re-use of resources to comply with policy SU2 of the Brighton and Hove Local Plan and SPGBH16 and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1, EN27 and EN28 of the East Sussex and Brighton & Hove Structure Plan and INF4 of RPG9.
33. No development, including demolition or excavation, shall take place until a written statement, confirming how demolition and construction waste will be recovered and reused and stored on site or at other sites within Brighton and Hove, which includes the name of a contractor on the Environment Agency's list of approved waste contractors, has been submitted to and approved in writing by the Local Planning Authority. **Reason:** To ensure that the development would include the re-use of limited resources, to ensure that the amount of waste for landfill is reduced, and to comply with policy SU13 of the Brighton & Hove Local Plan and SPD: Construction and Demolition Waste and WLP1, WLP11 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1, W10 and W11 of the East Sussex and Brighton & Hove Structure Plan.
34. Within 6 months of the first occupation of the development, the operator shall draw up and submit for approval by the Local Planning Authority a detailed Travel Plan which shall use as its base a survey of staff and visitors to ascertain the patterns of travel to and from the Land and attitudes and views about the



use of different forms of transport. The Travel Plan shall include such commitments as are considered appropriate having regard to the publications of the relevant government department advising on workplace Travel Plans and which should include (in relation to travel to and from the Land) as a minimum the following initiatives and commitments to: -

- a) promote and enable increased use of walking, cycling and public transport as alternatives to the car
- b) increase awareness of and improve road safety and personal security
- c) dialogue and consultation with adjacent/neighbouring tenants/businesses
- d) identify targets focussed on reductions in the level of car use
- e) identify a monitoring framework, based on an annual survey, to enable the Travel Plan to be reviewed and updated as appropriate
- f) identify a nominated member of staff or post to act as Travel Plan Co-ordinator.

On receipt of written confirmation from the Local Planning Authority stating approval of the detailed Travel Plan, the operator shall use all reasonable endeavours to implement the commitments set out in the Travel Plan in so far as they can be performed on the site within such timescale as shall be agreed by the Local Planning Authority and send to the Local Planning Authority a copy of the final form of the Travel Plan for retention by the council. **Reason:** To promote sustainable travel choices and reduce reliance on the car, to comply with policy TR4 of the Brighton and Hove Local Plan and WLP1, WLP2, WLP35 and WLP36 of the East Sussex and Brighton and Hove Waste Local Plan and S1, TR1, TR2, TR33 and S6 of the East Sussex and Brighton & Hove Structure Plan and T1, T2 and Q2 of RPG9.

35. The development hereby permitted shall not be first brought into use until details of the external lighting, including the proposed number, type, siting, spacing and levels of luminance and details of street lighting, have been submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented before the development is first brought into use. **Reason:** To mitigate against the potential for light pollution within the development to safeguard the amenities of the locality and residents, and for ecological reasons, to comply with policies QD1, QD27, QD17 and QD25 of the Brighton & Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1, EN1 and EN14 of the East Sussex and Brighton & Hove Structure Plan.

36. The development hereby permitted shall incorporate measures to ensure the development meets 'Secure by Design' standards and includes crime prevention measures indicated in the letter dated 12<sup>th</sup> April 2006 from Sussex Police. The development shall not be first brought into use until evidence has been submitted to demonstrate compliance with the standard and measures. Details of any CCTV cameras that are not mounted on buildings shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the Secure by Design standard. **Reason:** In the interests of crime prevention and visual amenity, to comply with policies QD7 and QD1 of the Brighton and Hove Local Plan and PPS1: Delivering Sustainable Development 2005 and WLP1, WLP35 and WLP39 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan and Q2 of RPG9.
37. No development of the materials recovery facility building shall take place until details of construction, maintenance and species have been submitted to and approved in writing by the Local Planning Authority of the proposed 'green' roof over the extended access way forming part of the Materials Recovery Facility indicated on the approved plans. The agreed scheme shall be implemented to the satisfaction of the Local Planning Authority within the first planting season following first occupation of the materials recovery facility building. Any plants that die within 5 years of planting shall be replaced with those of a similar species. **Reason:** To enhance and integrate nature conservation features within the site, in accordance with policy QD17 of the Brighton & Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan.
38. Green walls of climbing planting/vegetation shall be incorporated along the external east facing walls of the two covered loading bays of the materials recovery facility as defined on drawing number NTS 7 Layout of the Proposed Facility. The green walls shall not be incorporated until details of the support system and planters to be used, irrigation, plant species and maintenance details have been submitted to and approved in writing by the Local Planning Authority. The green walls shall be planted within the first planting season following first occupation of the materials recovery facility building. Any plants that die within 5 years of planting shall be replaced with a similar species. **Reason:** To enhance and integrate nature conservation features within the site, and to give visual interest and soften the appearance of the development, in

accordance with policies QD1, QD5 and QD17 of the Brighton & Hove Local Plan and WLP1, WLP35, WLP39 and WLP40 of the East Sussex and Brighton and Hove Waste Local Plan and S1, EN1, EN17, EN18, EN21 and EN26 of the East Sussex and Brighton & Hove Structure Plan and Q2 and E2 of RPG9.

39. An 'artistic' wall of crushed recyclable materials forming a permanent public art display shall be incorporated along the external facing walls of the glass and waste loading bays of the waste transfer station as defined on drawing number NTS 7 Layout of the Proposed Facility. Details of the artistic walls including method of construction and maintenance details, shall be submitted to and approved in writing by the Local Planning Authority. The artistic walls shall be installed within 12 months from the date the waste transfer station building is first brought into use. **Reason:** To give visual interest and soften the appearance of the development and to partly meet the demand for public art within the scheme, in accordance with policies QD1, QD5 and QD6 of the Brighton & Hove Local Plan and WLP1, WLP35, WLP39 and WLP40 of the East Sussex and Brighton and Hove Waste Local Plan and S1 and EN1 of the East Sussex and Brighton & Hove Structure Plan and Q2 of RPG9.
40. No development, including demolition, excavation or removal of any trees, shall take place until the recommendations contained in the bat survey, including method of tree removal together with any additional measures deemed necessary by the Local Planning Authority have been implemented. **Reason:** To comply with policy QD18 of the Brighton and Hove Local Plan which seeks to avoid harmful impact to protected species and their habitats and WLP1, WLP35 and WLP40 of the East Sussex and Brighton and Hove Waste Local Plan and S1, EN17, EN18 and EN21 of the East Sussex and Brighton & Hove Structure Plan and E2 of RPG9.
41. Ten woodcrete sparrow boxes and ten woodcrete bat boxes shall be erected within the site before the development hereby permitted is first brought into use. Details of the type and location of the boxes shall be submitted to and approved in writing by the Local Planning Authority. The approved boxes shall be implemented at the time of development. **Reason:** To enhance and integrate nature conservation features within the site, in accordance with policies QD17 and QD18 of the Brighton & Hove Local Plan and WLP1, WLP35 and WLP40 of the East Sussex and Brighton and Hove Waste Local Plan and S1, EN17, EN18, EN21 of the East Sussex and Brighton & Hove Structure Plan and E2 of RPG9.
42. The development hereby permitted shall incorporate measures

to ensure the buildings are fully accessible to the disabled, including the provision of flush entrance thresholds, details of which shall be submitted to and approved in writing by the Local Planning Authority before first occupation of the development. Notwithstanding the details indicated on drawing no,060526-Holl\_Offices Rev 4, at least one changing/shower cubicle in both the female and male changing rooms shall measure 2 x 2.2 metres. **Reason:** To ensure satisfactory access for people with disabilities, to comply with policies HO19 of the Brighton & Hove Local Plan and WLP1 and WLP35 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan.

43. All areas where waste is stored, handled or transferred shall be underlain by impervious hardstanding with dedicated drainage to a foul sewer or sealed tank. **Reason:** To prevent pollution of the water environment to comply with policy SU3 of the Brighton and Hove Local Plan and WLP1, WLP35 and WLP38 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan and INF2 of RPG9.
44. The method of demolition and construction for the development shall be carried out in accordance with a scheme to be approved in writing with the Local Planning Authority prior to any development commencing. **Reason:** The site is in a sensitive location with respect to groundwater, and in order to protect the quality of drinking water supplies, the working methods will need to be carefully considered, to comply with policy SU3 of the Brighton and Hove Local Plan and WLP1, WLP35 and WLP38 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan and INF2 of RPG9.
45. The method of piling foundations for the development shall be carried out in accordance with a scheme to be approved in writing by the Local Planning Authority prior to any development commencing. **Reason:** The site is contaminated and piling could lead to the contamination of the underlying Aquifer, to comply with policy SU3 of the Brighton and Hove Local Plan and WLP1, WLP35 and WLP38 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan and INF2 of RPG9.
46. No material shall be deposited at the site other than clean, uncontaminated naturally occurring excavated material, brick and concrete rubble only. **Reason:** To prevent pollution of the water environment to comply with policy SU3 of the Brighton and Hove Local Plan and WLP1, WLP35 and WLP38 of the East

Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan and INF2 of RPG9.

47. Prior to being discharged into any watercourse, surface water sewer or soakaway all surface water drainage shall be passed through an oil bypass interceptor designed and constructed to have a capacity compatible with the site being drained. Roof water shall not pass through the interceptor. **Reason:** To prevent pollution of the water environment and reduce flood risk to comply with policy SU3 of the Brighton and Hove Local Plan and WLP1, WLP35 and WLP38 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan and INF2 of RPG9.
48. Details of how Sustainable Drainage Solutions (SUDs) have been incorporated into the scheme shall be submitted to and approved in writing by the Local Planning Authority before implementation of drainage works required as part of the scheme and shall be implemented in accordance with the approved details. **Reason:** To ensure a sustainable solution to drainage is incorporated and to reduce flood risk to comply with policy SU4 of the Brighton and Hove Local Plan and WLP1, WLP35, WLP37 and WLP38 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan and INF1 and INF2 of RPG9.
49. No soakaway shall be constructed in contaminated ground. **Reason:** To prevent pollution of groundwater to comply with policy SU3 of the Brighton and Hove Local Plan and WLP1, WLP35 and WLP38 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan and INF2 of RPG9.
50. No development approved by this planning permission shall be commenced until:

A desktop study has been carried out which shall include the identification of previous site uses, potential contaminants that might reasonably be expected given those uses and other relevant information. In using this information a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors has been produced.

A site investigation has been designed for the site using the information obtained from the desktop study and any diagrammatical representations (Conceptual Model). This should be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on the site. The investigation must be comprehensive enough to

enable:

A risk assessment to be undertaken relating to groundwater and surface waters associated on and off the site that may be affected, the refinement of the Conceptual Model and the development of a Method Statement detailing the remediation requirements.

The site investigation has been undertaken in accordance with details approved by the Local Planning Authority and a risk assessment has been undertaken.

A Method Statement detailing the remediation requirements, including measures to minimise the impact on ground and surface waters, using the information obtained from the Site Investigation has been submitted to the Local Planning Authority. This should be approved in writing by the Local Planning Authority prior to that remediation being carried out on the site. **Reason:** To ensure that the proposed site investigations and remediation will not cause pollution of controlled waters to comply with policy SU3 of the Brighton and Hove Local Plan and WLP1, WLP35 and WLP38 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan and INF2 of RPG9.

51. If during development, any visibly contaminated, odorous or hazardous material not previously identified is found to be present at the site, must be investigated. The Local Planning Authority must be informed immediately of the nature and degree of contamination present. The developer shall submit a Method Statement which must detail how this unsuspected contamination shall be dealt with. The risk assessments and remediation method statements must be revised if further contamination is identified across the site. **Reason:** To ensure that the development complies with approved details in the interests of protection of controlled waters and WLP1, WLP35 and WLP38 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan and INF2 of RPG9.
52. The development of the site should be carried out in accordance with the approved Method Statement described in the conditions 51 & 52 above. **Reason:** To ensure that the development complies with approved details in the interests of protection of controlled waters to comply with policy SU3 of the Brighton and Hove Local Plan and WLP1, WLP35 and WLP38 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan and INF2 of RPG9.
53. Any facilities above ground for the storage of oils, fuels or

chemicals shall be sited on an impervious base and surrounded by impervious walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bound. The drainage system of the bound shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipe work should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge into the bound. Such facilities shall be constructed and completed in accordance with plans approved by the Local Planning Authority. **Reason:** It is not acceptable for List 1 Substances, such as Hydrocarbons, to enter groundwater as this would contravene the Groundwater Regulations (1998), to comply with the aims of policy SU3 of the Brighton and Hove Local Plan and WLP1, WLP35 and WLP38 of the East Sussex and Brighton and Hove Waste Local Plan and S1 of the East Sussex and Brighton & Hove Structure Plan and INF2 of RPG9.

**Informatives:**

1. This decision is based on the following drawing no.s: LP1, RL1, 51115\_Holl\_MRFWTS (01), 051115\_Holl\_MRFWTS (02-01), 1115\_Holl\_MRFWTS (02-02), 051115\_Holl\_MRFWTS (04), 051115\_Details(05),051115\_MRF (06), 051122\_Holl\_Circulation (07), 051122\_Holl\_Circulation (08), 51123\_elev\_land (11), 11650\_ENV\_001 Rev C, 157812M/LA/SK/003 Rev B, 157812M/LA/SK/004 Rev C and 051126\_Holl\_cottage (12) and Environmental Statement including Technical Appendices and Non-Technical Summary, Supporting Statement, Lighting Scheme, Design Statement, Sustainability Statement, Transport Assessment, Alternative Sites Assessment, Arboricultural Survey Report, BPEO Compliance reports (Strategic and Site Specific), Illustrative Material and Road Safety Audit submitted on 20<sup>th</sup> March 2006, Planning Application Consultations Responses (letters and attachments) submitted on 31<sup>st</sup> May and 2<sup>nd</sup> June 2006 and Scott Wilson Energy Survey submitted on 2<sup>nd</sup> June 2006 and drawing no. 060526\_Holl\_Offices Rev 4 submitted on 2<sup>nd</sup> June 2006.
2. This decision to grant Planning Permission has been taken:
  - a) having regard to the policies and proposals in the East Sussex and Brighton & Hove Structure Plan, the East Sussex and Brighton and Hove Waste Local Plan and Brighton & Hove Local Plan set out below, and to all relevant

material considerations, including Central Government and Regional Planning Guidance and Supplementary Planning Guidance (Note: these will be attached to the decision notice; however, for the purposes of this report they can be seen as listed in 7 under 'Planning Policies'); and

- b) for the following reasons: The proposal would meet the need for waste facilities and the need to increase recycling. The proposal satisfactorily assesses alternatives sites and represents the Best Practical Environmental Option. The development would make effective and efficient use of land and would be sustainable. The proposal incorporates sustainable building practices and renewable energy generating measures. The development would meet the demand for travel it creates and would not lead to significant traffic generation and would not compromise highway safety. The proposal would maintain and enhance sustainable modes of transport. The proposal would not cause an adverse environmental impact to the amenity of nearby residents or the amenity of the locality in general. The proposal would not pollute groundwater and would satisfactorily address surface run-off and drainage. The proposal would have an acceptable visual impact on the character and appearance of the locality and would not adversely affect the setting of nearby Conservation Areas or listed buildings. The proposal would provide jobs and local training. The development would meet the needs of disabled people. The proposal includes an education/visitor centre. The proposal would not adversely affect ecology and would enhance biodiversity. The proposal incorporates sufficient landscaping measures. The proposal would incorporate crime prevention measures. The proposal would incorporate public art. The Environmental Statement submitted with the application is robust and complies with Environmental Impact Regulations.
3. For the avoidance of any doubt, the development hereby granted is for the facilities as described in the decision notice only, and any proposed signage/advertisements within the site will require a separate application for Advertisement Consent.
4. With regard to condition 30 above, the applicant is advised that



details of the BREEAM and EcoHomes assessment and a list of approved assessors can be obtained from the BREEAM / EcoHomes websites ([www.breeam.org](http://www.breeam.org) and [www.breeam.org/ecohomes](http://www.breeam.org/ecohomes))

5. The applicant is reminded of their obligation (under the Wildlife and Countryside Act 1981) to ensure nesting birds are not disturbed by construction works.
6. Bats and their roosts are protected from harm under the Wildlife & Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000)). If bats are discovered during works related to this development, work must stop immediately and advice sought from the Lewes Office of English Nature by telephoning 01273 476595.
7. Regarding conditions 50 & 51 above, it is recommended that the applicant makes reference to sustainability in their options appraisal when submitting a remediation strategy with regard to land contamination. The site is known to be or suspected to be contaminated. Please be aware that the responsibility for the safe development and secure occupancy of the site rests with the developer in accordance with Planning Policy Guidance PPG23, Annex 10, Paragraph 14.
8. It is recommended that in submitting details in accordance with the above conditions that the applicant has reference to CLR 11, Model Procedures for the management of land contamination. This is available online as a pdf document on both the DEFRA website ([www.defra.gov.uk](http://www.defra.gov.uk)) and the Environment Agency ([www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)) website.
9. Informatives requested by the Environment Agency:
  - (a) The site lies on Upper and Middle Chalk Formation, which is classified as a Major Aquifer under the Environment Agency's "Policy and Practice for the Protection of Groundwater." As the site lies within an area of licensed groundwater abstractions and a Source Protection Zone I for the Lewes Road Public Water Supply borehole, the site is extremely sensitive and must be protected from pollution. Potable supplies are at risk from activities at this site and all precautions should be taken to avoid discharges and spillages to the ground during both construction and subsequent operation.

(b) Surface water drainage from under canopy forecourt areas and refuelling/delivery points, must pass through a full retention oil/petrol interceptor, prior to being discharged to any watercourse, surface water sewer, soakaway or foul sewerage system. It should have a minimum capacity adequate to contain at least the maximum contents of a compartment of a road tanker likely to deliver to the site.

(c) It is not acceptable for surface water from driveways, access roads and parking spaces to discharge directly to groundwater. This is due to the fact that surface water drainage from such areas will almost inevitably contain hydrocarbons (List 1 Substances), the entry of which into groundwater contravenes the Groundwater Regulations (1998).

(d) The dewaxing, cleaning and degreasing of vehicles and components shall be carried out in a designated washbay and not on unmade ground or in areas which discharge to surface water drains, watercourses or soakaways. The washbay shall be impermeable and be isolated from the surrounding area by a raised kerb and the effluent directed to the foul sewer. If there is no foul sewer available the effluent shall be drained to a sealed sump. All cleaning and washing operations should be carried out in designated areas isolated from the surface water system and draining to the foul sewer (with approval of the sewerage undertaker). The area should be clearly marked and a kerb surround is recommended.

(e) Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters. Detergents entering oil interceptors may render them ineffective.

(f) All surface and foul water drainage details will be covered by the Waste Management Licence Application, in accordance with the requirements of the Environmental Protection Act 1990.

(g) In addition to the above, the Agency is concerned that the site and/or third parties will be a risk of surface water flooding due to the quantity of surface water runoff likely to be generated. The Agency would, therefore, subject to the estimated peak discharge, recommend that runoff be controlled on site, so as to limit the rate of runoff from the developed site to the equivalent greenfield rate. The Agency would advise that any such system be designed to attenuate the 1 in 100 year storm (+ 20% in accordance with PPG 25).

9. A letter from Network Rail is enclosed for the applicant's information.

10. The applicant is reminded of the requirement to comply with the Obligations under Section 106 of the Town and Country Planning Act 1990 associated with this permission.

### **3 THE SITE**

The site is located behind the existing council municipal waste depot located in Upper Hollingdean Road, and forms part of the former abattoir and depot site. Hollingdean Lane borders part of the northern boundary of the site. The application site measures 1.85 hectares. The site is vacant and was most recently a lorry park, cleansing centre and industrial units, including a recycling use. The site slopes from west to east and contains various ground levels, with a marked difference between the eastern and western ends of the site. The southern boundary of the application site borders the railway line between London Road and Moulsecoomb stations. The site is set in a 'dip' in the landscape with surrounding uses rising higher on most sides of the site.

The character of the general locality is predominantly mixed commercial/industrial and residential. The council waste collection depot is located directly to the north of the site and contains several buildings and refuse collection vehicles are stored on site. Approximately 350 staff are employed there. The meat market is also located to the north of the site, comprising of industrial units and hardstanding areas. Residential properties in the Roundhill Conservation Area are located beyond the railway embankment to the south/south-east, set at a higher level to the site. The Centenary Industrial Estate is also located south of the railway line. The residential areas of Hollingdean are located to the north and are set higher than the site and the residential areas east of Ditchling Road are located higher than the site to the west, including two tower blocks (Dudney Lodge and Nettleton Court). Downs Infant School is also located to the west of the site, with the playground closest to the site, set approximately 12 metres higher, beyond Hollingdean Lane. Downs Junior School is located further westwards on the corner of Ditchling Road and Rugby Road. Preston Park Conservation Area is located westwards from the west side of Ditchling Road. There are two houses located on Hollingdean Lane to the north-west of the site. There is a Jewish burial ground and a listed building, the Jewish Cemetery Chapel, in Florence Place to the north-west of the site, set on higher ground.

The site is located over an Inner Zone (zone 1) Groundwater Source Protection Zone (GSPZ) which provides water for the Lewes Road Public Water Supply. Whilst not covering the application site itself, an Air Quality Management Area (AQMA) has been declared

encompassing the Preston Circus, Lewes Road and Grand Parade area which includes Hollingdean Road (which is what Upper Hollingdean Road becomes after the railway bridge), which is the access route for articulated bulk vehicles servicing the proposed site.

The site is bordered by a Greenway (as defined in the Brighton and Hove Local Plan) along the railway line to the south and along Upper Hollingdean Road. The site is allocated for industrial/waste uses in the Brighton and Hove Local Plan and East Sussex and Brighton and Hove Waste Local Plan.

Note: Site location plans (existing and proposed) are attached to this report in the Appendix.

#### **4 RELEVANT HISTORY**

A summary of the planning history is contained in the Appendix. It can be noted that, amongst other uses, the site has previously been in use as an abattoir (since 1890), lorry park, meat depot for meat processing, as a meat market, cleaning centre offices and waste facility.

There is a current application (BH2005/00304/FP) for a materials recovery facility and waste transfer station on the site which was submitted by the applicant (under the former company name of Onyx) in February last year. It has not been determined and is currently being held in abeyance. The application the subject of this report represents an amendment to that original application (BH2005/00304/FP). See the end of Section 5 'The Application' below for the main differences between the applications.

#### **5 THE APPLICATION**

##### **Background**

European and national targets for landfill diversion require major increases in waste recycling, composting and recovery. This is reflected in policies at national, regional and local level and this application for a materials recovery facility and waste transfer station is a component of the county-wide Integrated Waste Management Strategy identified through the adopted East Sussex and Brighton and Hove Waste Local Plan. The application therefore seeks permission for a waste facility to help address issues of minimising the volume of waste sent to landfill whilst recycling and recovering as much as practically possible. National and local policies seek to promote the management of waste within the area that it is produced. Currently the majority of household waste generated by Brighton & Hove goes to landfill at Pebsham and Beddingham, which are projected to be

at capacity by 2008.

An Alternative Sites Assessment report was submitted with the application by the applicant. A total 'long list' of 56 sites was originally identified throughout the city. Using criteria such as site size, availability, type of employment use and environmental criteria such as whether the site was in the Area of Outstanding Natural Beauty, this 'long list' was revaluated and refined into a 'medium list' of 16 sites. After further more detailed analysis a short list of 4 sites was drawn up:

English Close Industrial Estate  
Newtown Industrial Area  
Hollingbury Industrial Estate  
Hollingdean Depot/abattoir site

The conclusion of the final assessment was that, across all the criteria, Hollingdean was found to perform best.

As part of the Alternative Sites Assessment, Hangleton Bottom, an allocated site for a materials recovery facility in the Brighton and Hove Local Plan and the East Sussex and Brighton and Hove Waste Local Plan, was given a more comprehensive assessment given its allocated status. The report states that the site was excluded from the short list primarily on the basis of its AONB location and sensitivity in terms of impact on the landscape and its limited site area. Also the co-location with the existing depot and reduction in traffic movements and location adjacent to the railway line favoured Hollingdean.

Strategic and Site Specific Best Practical Environmental Option reports have been submitted. The reports confirm that the concept of BPEO has been a key consideration in whether a waste related project should be given planning permission. Permission will only be granted for projects forming part of the BPEO for the relevant waste stream. The report confirms that a detailed BPEO analysis was undertaken as part of the Waste Local Plan (background paper 7) and concludes that the current application is in accordance with this.

### ***The development proposals***

#### Buildings

Three principal buildings are proposed:

- a materials recovery facility (MRF)
- a waste transfer station (WTS)
- a visitor centre/office building.

The three principal buildings range in height from 11-15 metres. The MRF building would be up to 15 metres high and is stepped in height, making use of the topography, with recyclates entering the building at the highest floor level on the south-west side of the building and leaving at the lowest level on the eastern side. A 'green' sedum roof is proposed on top of the roof of the covered access way extension at the rear of the MRF. The MRF would have a floor area of 3,750 square metres.

The WTS building would be principally triangular in shape and up to 15 metres high. The WTS building is also designed to take advantage of the topography of the site, with waste entering at the highest level and leaving at the lowest level. The total floor area will be 1,900 square metres.

The visitor centre/office building is proposed to be a 3-storey building, with 2 storeys raised partly on columns with an open ground floor. The building would be triangular in shape and be 11 metres high with a total floor area of 180 square metres. The building would house a visitors education centre, focusing on waste and recycling; offices for staff; washing/changing facilities for staff and a parking area for cycles and motorcycles is proposed under the building.

In addition to these 3 principal buildings, gatehouses and weighbridges are proposed at the vehicular entrance to the site. The gatehouses would be single-storey rectangular buildings. Fuelling and vehicle washdown facilities are also proposed.

#### Design and Materials

The buildings have been designed to the minimum height required to enclose the plant design and allow unrestricted vehicle movements within each building. The buildings were designed as 3 separate buildings, rather than one large building, to reduce the mass and bulk, and curved corners and transparent strip panels are used for this effect also. The buildings are of a modern design and with exception of the load-out bays there are no corners, only rounded facades. The materials selected are modern – steel cladding, translucent polycarbonate, sheet roofing - to give a metallic-type finish. Illustrative material in the form of photomontages, site sections and a computer model of the proposals have been submitted.

A Lighting Statement has been submitted with the application. External lighting is proposed and will generally be hung from buildings to minimise uplighting. Column lighting will also be used at a minimum intensity to ensure safe working conditions. Energy efficient

solar power lamps will be used. The Environmental Agency as part of the waste licence requires security perimeter fencing (likely to be of the palisade type, up to 2.4 metres high). A close boarded acoustic fence is proposed where the site is closest to no.1 and 2 Hollingdean Lane.

A Sustainability Statement has been submitted with the application. This includes a Pre-BREEAM Assessment which confirms that the visitor/office building can reach a rating of 'Excellent' and the MRF and WTS can reach a rating of 'Very Good'. An Energy Survey has been submitted which predicts a 40% carbon emissions saving for the development. Renewable energy has been incorporated into the scheme including photovoltaics and micro wind turbines for generating electricity. Rainwater harvesting for re-use is also proposed as are low water usage measures. The application includes a commitment to carrying out a Construction Site Waste Management Plan. The application includes a commitment to using low-emission vehicles.

#### Highway proposals

It is proposed to close off the existing access from Hollingdean Lane where it meets Upper Hollingdean Road (near the railway bridge), and a new vehicular access link to Hollingdean Lane will be created off Upper Hollingdean Road, adjacent to the existing access to the meat market. The existing vehicular access to the meat market would be blocked up. An internal roundabout will link the new access road to Hollingdean Lane and the meat market. Pedestrian access would be maintained along Hollingdean Lane and along its former alignment, where it meets the railway bridge. It is proposed to realign Upper Hollingdean Road just before the railway bridge so that on-coming traffic under the bridge is visible on approach to the bridge to ensure drivers more readily understand the layout of the road and bridge. It is also proposed to erect signage to warn drivers that larger vehicles may enter the bridge in the centre of the road. A Stage 1 Safety Audit of these proposed works has been submitted with the application which identifies certain measures that need to be implemented to ensure the highways works are safe.

On site parking on a grass-crete surface is proposed for 23 cars including 2 disabled spaces, for staff and visitors. Space for a coach drop-off point is also proposed.

#### Landscaping

The application contains a proposed landscape plan and arboricultural report and indicates that certain trees are to be

retained as part of the development. The mature tree screen on the western boundary of the site will be substantially retained and if trees need to be removed in places, they will be replaced. New tree planting is proposed adjacent to the new internal access road and the applicants have committed to off-site planting in Upper Hollingdean Road along the road and on the green area adjacent to Davey Drive. It is proposed to repair and extend the flint boundary wall along Upper Hollingdean Road, and into the site along the new internal access road up to Hollingdean Lane.

### Construction

The construction will be phased over 1 year approximately with the WTS and visitor centre building, and associated highway works being completed first, then the MRF building. The applicants have committed to entering into a Construction Environmental Management Plan to reduce the impact on nearby residents during this period.

### ***How the development is proposed to operate***

#### MRF

The proposed MRF will receive and process recyclable materials from the Brighton and Hove area only. The MRF will mechanically and manually sort materials for onward transfer to specialist recyclers and reprocessors. The types of materials handled by the MRF include plastics, cardboard, paper, metals, glass, textiles and magazines. Household batteries, plastic bags and textiles will be stored in dedicated containers within the MRF. The MRF would not handle bulk recyclable materials collected at street bank collection schemes (other than paper and cardboard) and household waste recycling sites. The main types of machinery proposed in the building are a mechanical shovel and grab and conveyors. No sorting or loading/unloading will occur outside of the building.

The applicant initially applied for 24 hour, 7 day a week operation, however, it is stated that deliveries will normally only be received between 07.00 hours and 19.00 hours Monday to Friday. It is anticipated that kerbside collection vehicles will deposit recyclates twice a day.

#### WTS

The proposed WTS will provide a delivery and bulking-up point for residual waste arisings (general household waste) and street cleansing waste from the Brighton and Hove area only. The waste would be stored and bulked temporarily before being transferred onward to recovery or disposal facilities. The WTS would minimise the haulage



required to transfer waste to its disposal point. The waste would be stored for a temporary period generally not exceeding 72 hours. The WTS building would also store glass received from bottle banks in a glass bay for onward transfer. No sorting or loading/unloading will occur outside the building.

The applicant initially applied for 24 hour, 7 day a week operation, however, it is stated that deliveries will normally only be received between 07.00 hours and 18.00 hours. Twenty four hour access is required for street cleaning vehicles and vehicles collecting communal bins which currently operate at night and use the adjacent depot.

Within both the MRF and WTS buildings a dust suppression system will be incorporated to reduce dust and odour levels.

### Capacity

Currently the city produces approximately 110,000 tonnes of municipal waste per year. The actual throughput of the MRF will be dependent on the success of the recycling programme and householder participation rates. Initially it is expected to have a throughput of 33,000 tonnes per year, rising to 46,000 in 25 years time. The throughput of the WTS will depend on the success of the recycling programme and level of waste arising in the city and initially it is expected the throughput will be 77,000 tonnes per year, rising to 94,000 in 25 years time. This equates to a total throughput of 140,000 tonnes per year. The Environmental Statement submitted with the application states that a maximum throughput of recycled materials and waste of 160,000 tonnes per annum is applied for. All assessments contained within the Environmental Statement and Transport Assessment are based on this absolute worst case scenario. Whilst the facilities technically have the capacity to accommodate 200,00 tonnes per annum, this is not being applied for.

### Traffic and Transport

A Transport Assessment (TA) has been submitted as part of the application and Environmental Statement (ES). This assesses the transport impact of the development and includes data relating to existing and proposed traffic flows of the site, flows of adjacent sites and background flows and accident data. It identifies possible improvements to the local highway network and provision of alternative means of transport. The TA (and safety audit) indicates that the realignment of the road will provide an improved route for traffic negotiating the railway bridge and that the new direct access across Hollingdean Lane from the existing depot will minimise HGV

movements on Upper Hollingdean Road. The TA demonstrates that the operation of the proposed development will be acceptable in highway terms and promotes sustainable transport improvements where relevant. The TA concludes that the impact of traffic associated with the development at peak hours would be negligible and would not adversely affect local highway capacity or highway safety.

The ES states that vehicle movements associated with the facility are made up of 4 elements:

- deliveries of waste
- deliveries of kerbside and bring site recyclates
- transfer of bulked-up waste and recyclates
- staff

The ES confirms the new trips associated with the development would be (at the scenario of 160,000 tonnes per annum):

- in the form of bulk carrier movements (articulated bulker HGVs collecting the sorted and baled materials/waste); 33 trips (66 including there and back) - equating to approx. 3 trips (6 including there and back) per hour;
- staff travelling to and from work - 30 trips (60 including there and back).

It is projected that of the current City Clean vehicle movements, approx. 184 trips (368 there and back), would deliver to the MRF/WTS initially, rising to approx. 252 trips (504 there and back) in 25 years time. The TA is based on levels of waste projections contained in the Waste Local Plan and agreed by both councils. The TA confirms that the number of City Clean vehicles would rise if general waste produced rises and the rate of recycling rates rises – irrespective of whether the MRF/WTS is in place or not.

The ES confirms that most of the kerbside vehicle deliveries would first arrive at the MRF at 9am and then come and go at regular intervals until approximately 5pm. The bulker HGV's collecting the sorted recyclates and waste would first arrive approximately 8am and come and go until approx. 5pm. The first City Clean collection round is likely to return to first use the WTS at approx. 9.30am. The ES states that the majority of staff should arrive prior to 7am and depart after 6pm.

The ES confirms that the proposal will result in a reduction of some traffic movement as:

- vehicles operating from the depot will not make an additional trip to reach the MRF/WTS facility due to the proposed development's location adjacent to the council's existing depot;

- the facility will remove the need for city clean vehicles to make trips to local landfill sites and the temporary MRF at Leighton Road, which the applicants states currently generate approx. 25 trips (50 there and back) per day;
- the facility will displace existing uses on the site (which used to generate approx. 181 vehicles in and 191 out in a 12 hour flow, 29% of which were HGVs equating to approx. 108 traffic movements).

The TA confirms that articulated bulker vehicles used for onward transfer from the MRF and WTS are proposed to be routed using Hollingdean Road and the Vogue Gyratory. The ES commits to a Staff Travel Plan and a cycle lane on Upper Hollingdean Road.

#### Visitor centre/office

The visitor centre/office building would be used by visiting members of the public, including school parties, who would use the facilities as an educational centre with the emphasis on learning about waste and recycling. The applicant has confirmed that based on experience of other similar facilities elsewhere, parties of visitors of up to 25 people are likely on any given day. Administration staff would use the building as well as those employed in the MRF and WTS buildings. It is anticipated that a total of 30 jobs would be created through the development upon completion of all phases.

#### ***Environmental Statement and supporting documents submitted as part of the application***

An Environmental Statement (ES) has been submitted with the application, in accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, which provides a description of the scheme and alternatives, and an assessment of the likely environmental impacts of the development including: traffic and transport, landscape and visual, contamination and hydrology, noise, natural heritage, air quality, cultural heritage, land use, social and community effects and waste, and a summary of residual and cumulative effects. The ES discusses the potential environmental impacts of the proposals and the means by which these should be mitigated.

The ES contains a Non-Technical Summary and Technical Appendices relating to air quality, landscape and visual, contamination and hydrology and screening and scoping reports. The following documents are also submitted with the application: Supporting Statement, Lighting Scheme, Design Statement, Sustainability Statement, Transport Assessment, Alternative Sites Assessment, Arboricultural Survey Report, BPEO Compliance reports (Strategic and

Site Specific), Illustrative Material and Road Safety Audit.

**Main differences between this current application (BH2006/00900) and that submitted in February 2005 (BH2005/00304/FP)**

- A reduction in maximum throughput capacity applied for from 200,000 tonnes per annum to 160,000 tonnes per annum
- A clearer explanation given of transport aspects of the development including further information regarding the rail option and inclusion of a Stage 1 Safety Audit of Hollingdean Lane and proposed new access
- A new covered access way extension to the rear of the MRF, where it is closest to Downs Infant School, with a green sedum roof
- Inclusion of additional information regarding landscaping and trees
- Inclusion of additional illustrative material, including site sections and photomontages
- Inclusion of a Pre-BREEAM Assessment to demonstrate the buildings have a potential to meet 'very good' or 'excellent'
- Inclusion of further information showing the scheme complies with Planning Policy
- Inclusion of additional information regarding air quality and noise
- Commitment to providing bat and bird nesting boxes

## 6 CONSULTATIONS

### External consultees:

**Neighbours:** At the time of writing, a total of **2182** letters have been received, comprising: **2157** letters from residents objecting to the scheme, **23** letters from organised groups objecting to the scheme and **2** letters from individuals supporting the scheme. The content of these are all summarised below. (The addresses of those that have commented are contained within the Appendices. Some of the letters on behalf of organisations and groups are outlined in more detail in the report under individual headings.)

In summary, the main issues raised by residents in their letters of **objection** relate to the following:

- Will result in excessive traffic generation and congestion in an already busy area;
- Will result in excessive noise and vibration from traffic and operation;
- Will result in excessive pollution from traffic and operation in an already polluted area;
- Will result in excessive odour;
- Adverse impact on quality of life
- Site unsuitable for a major waste site. It was originally designated for

industrial use when it was on the outskirts of the city, then abattoir closed;

- Site is unsuitable as surrounded by many homes and schools;
- Should be located on outskirts near by-pass;
- Scheme is too big and exceeds capacity projections for recycling;
- Air quality contaminants associated with increased traffic will cause health problems, particularly to vulnerable school children at nearby Downs Infant and Junior Schools (acknowledged as 'significant receptors') and Hertford Infants School and nearby nursery schools;
- Adverse impact to health and safety;
- Will blight area;
- Will add to existing problems of air quality management area at Vogue Gyratory;
- Downs Infant School playground very close (10-20m);
- Adverse impact on highway safety and walking and cycling environment as a result of increased traffic;
- Operational times of 7am-10pm, 7 days a week unreasonable and leaves no respite; (now revised)
- Hollingdean Road railway bridge unsuitable for proposed traffic as is too narrow, has a blind spot and will cause accidents;
- Buildings out of character;
- Adverse impact to Roundhill Conservation Area;
- Road surface in area will suffer damage;
- Will attract vermin and flies;
- Will be a fire risk;
- Contrary to Children and Young Peoples Plan;
- Will adversely affects local businesses;
- Some state that whilst not opposed to recycling in principle, proposal is excessive;
- Insufficient consideration of alternatives;
- More smaller sites should be used instead eg Hangleton Bottom or Wilson Avenue site should not take all the city rubbish;
- Proposal is contrary to council policy of reducing traffic;
- If remove WTS can fit in rail siding;
- Adverse impact during construction (noise, dust, traffic);
- Other technologies should be looked at eg composting or conversion into other fuels;
- Proposal is linked to incinerator proposed at Newhaven which is unsustainable and dangerous;
- Routing of City Clean vehicles should be controlled as part of the application;
- Amendments since previous application only minor;
- Lack of public consultation;
- Adverse effect on house prices;

- Removal of HGV no-left turn at Ditchling Road unacceptable (Note this is unrelated to the application and does not form part of it, it relates to a Traffic Order currently under consideration)

In summary, the 2 neighbour letters **supporting** the scheme relate to the following:

- Facility is vital for future management of waste in the city
- Proposal is suitable sited
- Proposal would be of visual benefit to derelict site
- Facility would give much-needed local employment

**Brighton Pavilion MP David Lepper:** Objects on the following grounds:

- Site unsuitable for waste – is a densely populated residential area
- Site for a refuse transfer station off Hollingdean Road was rejected in 1980 as unsuitable
- Existing depot has caused noise problems
- Waste Local Plan highlights that the local road network may limit the total capacity of facilities provided at Hollingdean
- Area has limited capacity to accommodate 60 large vehicle movements, particularly the Vogue Gyratory and narrow railway bridge
- Proposal would bring increased traffic movements closer to Downs Infant School playground
- Regret that a full assessment of other alternative sites not carried out since last application
- The city waste facility at Hollingdean was on the edge of an urban area when it opened 120 years ago – it has since changed and a new site should be sought on edge of city

(Note: A copy of his letter is attached at the Appendix.)

**Hollingbury and Stanmer Ward Councillors Framroze, Hawkes and Lepper:** Object to the proposal on the following grounds:

- Wrong to locate a facility of this size in a major residential area with consequent increase in heavy traffic and associated air pollution and noise. This goes against modern principals of environmental planning and it should be located on a site outside a residential area
- There is a more suitable site for a facility of this size
- Threat to health, safety and educational development of pupils of Downs Infant School, Downs Junior School and other nearby schools
- Use of narrow railway bridge problematic

- Amendment of additional covered way to MRF near playground does not remove concern
- Concern over proposed opening hours and impact on nearby residents

(Note: A copy of their letters are attached at the Appendix.)

**Preston Park Ward Councillor Juliet Mc Caffery:** Objects on the following grounds:

- the facility is far too large
- revision to the planning application only minor
- increased traffic in a residential area
- railway bridge unsuitable to accommodate 2 large vehicles
- increased noise and pollution
- a site near the by-pass should be sought

(Note: A copy of her letter is attached at the Appendix.)

**Architects' Panel:** The Panel thought this scheme looked more awkward than the previous application in relation to the green roofed element which sits as a separate element to the other buildings with curved roofs; suggested trying a series of flat grassed roofs; the materials proposed could be more environmentally friendly to relate to the purpose of the site; more consideration may need to be given to controlling surface water drainage, light pollution and dust issues.

**The Brighton Society:** Object. Proposal does not differ significantly from previous application. Site unsuitable and is surrounded by homes and schools. Significant traffic increase. Alternative Sites Assessment contains questionable conclusions. The Environmental Statement is severely flawed. The buildings will be basic metal sheds, the cheapest form of building. Grey colour proposed out of keeping with area.

**Conservation Advisory Group:** No comment.

**Countryside Agency:** No formal representations to make as do not consider that proposal falls into the category of 'having a fundamental effect on the intrinsic character of a national park or Area of Outstanding Natural Beauty or that it would set a national precedent where government advice is lacking'.

**Downs Infant School (Head Teacher):** Object. Site is surrounded by homes and schools and is not suitable. Air quality already poor in area. If at all, should be a much smaller operation. Hollingdean already deprived and ugly with poor quality of life, this will not be a step up.

Site is very close to playground used by 360 children. Noise will be unacceptable as will make learning difficult and playing unpleasant. Proposal will generate pollution (even with MRF tunnel now proposed). Large aircraft hanger buildings will be imposing and depressing and unpleasant. Area around the school is already congested. Proposal will be an accident danger. Proposal will put off parents enrolling their children at the school. A number of smaller sites across the city is the way forward.

**Downs Infant School & Downs Junior School (Chair of Governors):** Object. Proposal would adversely affect children due to pollution and extra traffic. Many childrens route to school is along Hollingdean Road. Proposal would be noisy and detrimental to learning environment. The WTS would mean no prospect of reducing traffic in an already busy area.

**East Sussex County Council (Archaeology):** A search of the Historical Environment record shows that this area has been severely disturbed by 19<sup>th</sup> quarrying. It is therefore not considered that any archaeological remains are likely to be affected by the proposal and no further recommendations are made in this instance.

**East Sussex County Council (Mineral and Waste Team):** No response.

**East Sussex Fire Brigade:** Building Regulations shall ensure the design of the building and the site provide reasonable facilities to assist fire fighters in the protection of life. The Fire Service should be able to deploy its resources over the whole site. Suitable drainage facilities should be considered for fire fighting run-off. Use of sprinklers and Fire Hydrants must be in accordance with British and European standards.  
Note: compliance with fire safety will be controlled as part of the Building Regulations submission.

**EDF Energy:** No objection. The applicant needs to contact the Connections Team to see what equipment is likely to be affected by this development.

**English Nature:** No objection – do not wish to comment.

**Environment Agency:** No objections in principle but recommend conditions to prevent the pollution of the water environment.  
Note: A Waste Management Licence issued by the Environment Agency will be required to operate the development, separate to planning permission, which covers aspects such as: control of noise, odour, litter, dust/particulates, mud/debris, pollution/leakages,



lighting, pests/vermin, permitted wastes, staffing, security, access roads, fire safety, engineered site containment and drainage systems,

**Health and Safety Executive:** No objection – do not wish to comment.

**Highways Agency:** No objection – do not wish to comment.

**Health Protection Agency:** The development does not suggest any serious health risks. However, the increase in traffic from 33 articulated bulk HGV carriers (and potentially accidents) will be of concern to local residents.

The proposal to have the MRF and WTS on one site will minimise the traffic between them and will reduce the RCV movement and need to travel out of the city to landfill sites. 33 additional trips per day by articulated bulk carrier HGV's and 30 staff trips will not impact on the existing road network. The MRF is located 15m from Downs Infant School. The new traffic access will ensure that HGV's will not be driving past the school, thus reducing the risk of accidents and reducing HGV emissions.

Anthrax test results are negative. All evacuated soil will be disposed of off site. Waste activities will take place in an impermeable surface incorporating a sealed drainage system to minimise the risks to land contamination.

Residential properties are near to the site so noise may be a problem, however ambient noise levels are relatively high and typical of heavy trafficked road network. Noise is likely to arise from the MRF and WTS activities. To minimise noise the proposed processing activities will be housed internally. Low noise reversing alarms are to be fitted on vehicles.

One of the concerns with the proposal is the increased traffic movements on the site and in close proximity of the school and sensitive receptors. During construction, modelling shows the majority of dust will be deposited within 50 meters and modelling has been therefore carried out up to 100 metres for both construction and operation phases. The impact on sensitive receptors from construction dust or re-suspended road dust will be minimal, assuming the implementation of stated mitigation measures such as wheel washing and sprinkling or sheeting of construction piles. Within both buildings a fine mist will be emitted throughout the working area distributed by fans. When the dust is absorbed the mist sinks to the floor.

The impact on the most affected receptors represent less than 10% of

the baseline level, and are therefore considered insignificant. Specific modelling was carried out at Downs Infant School and again the increase is not considered to be significant.

The potential for unpleasant odour will be minimised by rapid processing and installation of a dust and odour suppression system.

In the past land raising using contaminated waste material has occurred. Leachate tests carried out concluded there was no significant risk to ground water supply. Sealed drainage will minimise risks to groundwater.

The Agency confirms that as part of the assessment of the applicant's information, consideration was made as to whether the methodology and information was robust.

**The Primary Health Care Trust (PCT):** No objection - endorse comments made by the Health Protection Agency. (see above).

**Network Rail:** No objection in principle. Applicant needs to ensure no development/construction endangers the safe operation of the railway and informatives are recommended.

**The Roundhill Society:** Objection. The use of the depot is not suitable for the area made up of homes and schools. The new roadways and accesses will not be safe for pedestrians and other road users. Extra noise and disturbance from comings and goings of traffic. The Road Safety Audit leaves some safety issues unresolved. Road realignment will not help highway safety. Proposal incompatible with Sustainable Transport Strategy set out the Local Transport Plan. Proposal would adversely affect air quality. Splitting the uses should be considered on different sites. Hangleton Bottom's AONB status given too much weight. Question Alternative Sites Assessment and reasons for choosing between short listed sites.

**Southern Water:** No objection. The exact position of the public sewer must be determined on site by the applicant before the layout of the proposed development is finalised. We would require that the sewer and manholes to be abandoned to be removed. The point and details of the proposed connection to the public sewer will require the formal approval of Southern Water Services Ltd. There are no public surface water sewers in the vicinity of this site. It would be preferred if no surface water were discharged to the public foul/combined sewer as this could increase the risk of flooding to downstream properties. No trade effluent can be discharged either directly or indirectly to any

public sewer without the formal consent of Southern Water Services Ltd. The proposed development would lie within a zone around one of Southern Water's public water supply boreholes as defined under the Aquifer Protection Policy of the Environment Agency. Southern Water will rely on consultations with the Environment Agency to ensure the protection of the aquifer and the public water supply. It is recommended that the applicant request a sewer capacity check to determine an appropriate connection point for the development. A water supply can be provided for the proposed development as and when required in accordance with our normal conditions which may include off site improvements.

**South East England Development Agency (SEEDA):** No objection. The scheme does not meet our statutory consultee requirements for a response, however, SEEDA obviously does support improvements to the infrastructure of the region and therefore in terms of the principle only this application is supported.

**South East England Regional Assembly (SEERA):** No objection. On the basis of the information provided it is considered that the proposed development does not materially conflict with or prejudice the implementation of the adopted RSS (RPG9 and Alterations), the Government's Proposed Changes to the Regional Waste Strategy or the emerging South East Plan (as submitted to Government on 31 March 2006).

The Local Planning Authority should seek further information on the destination of waste by waste stream to ensure that the proposal, particularly the Waste Transfer Scheme component, will increase recycling and other diversion of waste from landfill, in line with policy W6 of the Government's Proposed Changes to the Regional Waste Strategy ('the Proposed Changes'). The local planning authority should be satisfied that at the local level the development does not have any significant detrimental impact on amenity, reflecting Policy W17 of the Proposed Changes. The Local planning Authority should be satisfied that the applicant has sufficiently explored the possibilities for rail transport and encourage the use of rail in line with policy W16 of the Proposed Changes.

Note: the applicants have responded to these points with additional information, which is considered satisfactory.

**Sussex Police Community Safety Department:** No objection. The location is a medium/high risk crime area. The gatehouse should be the focal point for the project, with signage directing all visitors to that point. The secure perimeter fencing (up to 2.4 m high) is fit for purpose.

We should be contacted for advice regarding CCTV. Lighting will be important. It is noted the applicants wish to secure approval under 'Secure by Design'. The staff office needs careful consideration. Visitors should be booked in and out and given badges. First floors should be limited to swipe card access. Contingency plans for breaches of security are needed. All glazing should be laminated. A centrally monitored alarm is needed. The car park should be controlled and landscaping well managed to preserve natural surveillance. Lighting bollards for car park are suggested.

**Transco:** No objection. Safe digging and excavation in proximity to pipes required. Plan submitted identifying pipes.

### **Internal consultees:**

**Access Officer:** The council has a duty under the DDA 2005 to actively promote equality for disabled people. The cubicles in the visitor centre/office building changing facility are inadequate in size and a separate unisex WC is always the preferred option. The lift car needs to be increased in size. The stairs should be suitable for ambulant disabled people. Details of the two designated disabled bays should be shown on the plans.

Note: Amended plans of the internal layout of the office have been submitted which address the concerns regarding the lift and unisex WC and a condition is recommended to ensure adequate changing facilities are incorporated.

**Arboriculturalist:** The proposed landscaping plans submitted are on the whole acceptable. Some alteration (in terms of species and positioning) is required to the planting on the green area between the Stonemason Yard and Davey Drive. New and replacement street trees along Upper Hollingdean Road should be secured. An Arboricultural Method Statement needs to be submitted for approval before development commencing. All trees to be retained on site should be protected and development carried out in accordance with BS 5837 (2005). As such the development would comply with the SPG. With regard to the Section 106 Agreement a total of 55 street trees in Upper Hollingdean Road should be secured – approximately 15 on green near Davey Drive/Stonemasons and 40 along the road. This would equate to a financial contribution of £11,550, however, the preference would be for the developer to carry out the obligation directly with a commitment to maintenance.

**Arts and Creative Industries Unit:** A £75,000 percent for art contribution

could fund a citywide programme of environmental arts projects. Artists would be commissioned to work with pupils from primary and secondary schools, initially those nearest to the site, on the theme of art and environment with particular focus on recycled/reclaimed materials. Through a series of workshops carried out in each school and on site in the purpose built Education Facility, the artists and the pupils could produce permanent or temporary artworks, which could be sited in the school or on site at the new facility.

Note: Through negotiation a contribution of £10,000 has been agreed to go towards workshops or a one-off piece of art at the entrance, together with provision of an artistic wall of recycled materials on the load out bays to the WTS building.

**Children and Young Peoples Trust:** The letter from the Health Protection Agency seems to allay concerns about the public health issues arising from this development both in respect of traffic movements and access and air quality. Consequently CYPT have no objections to the proposed development. Monies under a Section 106 Agreement in respect of environmental mitigation at both Downs Infant and Downs Junior School are sought.

Note: A fence is to be secured by condition along the eastern boundary of the school playground at Downs Infant School where it is nearest the MRF to improve the amenity for users of the playground.

**City Clean:** Veolia's proposed facility fits within the council's waste objectives, to reduce reliance on landfilling of waste and increasing recycling. To achieve these aims it is essential that waste facilities are built within the city to allow the move to sustainable waste management.

The planning application is pivotal in the plans adopted by the council to move away from landfilling. The Materials Recovery Facility (MRF) will allow the authority to increase recycling levels. Further, the local landfill is expected to close at the end of 2008 and there is a shortage of Energy Recovery Facility and landfill capacity in the South East. This means that it is likely that waste may need to be transported further afield for treatment/disposal. Without a Waste Transfer Site within the city the traffic and pollution impact would be significant as high levels of vehicle trips would be needed to transport waste longer distances. The costs of this transportation would be substantial. The co-location of the Cityclean depot and the MRF/WTS minimises traffic movements across the city, and as a result vehicle emissions.

**Design & Conservation:** Subject to a satisfactory landscaping scheme it is advised that this application satisfies policies HE3-6 and QD 1-5.

The illustrative material of the development in its wider context has been extremely useful in completing this assessment. The design statement has provided a sound rationale for the development approach taken.

The development is uncompromisingly modern in its design and appearance. It is considered to be of sufficient quality, with an appropriate curved form, which is a very specific response to the site's constraints and characteristics and the needs of the operator, and makes very efficient use of the site. Its integration into the wider area is however very dependant on an appropriate density of landscaping, opportunities for which appear very limited on site. The division into 3 complementary buildings with the highest furthest from Hollingdean Road with rising ground behind is an entirely appropriate design solution, responding positively to the topography of the site and its surroundings. The heights of the buildings are, it is understood, the minimum necessary to accommodate the refuse vehicles entering and leaving the buildings and conform to the height parameters described within the council's SPG. Particularly dominant elements are the large entrances to the MRF and WTS, and it is recommended that some additional design work to give these projecting 'load out bays' greater visual interest.

The detailing and finishes of the external metal cladding will have a neutral effect and more information would be desirable on how these finishes might weather and how bright they might appear in strong sunlight, when seen against the softer tones of the surrounding townscape.

The reconstruction of flint walling beside Hollingdean Road and additional tree planting in this area is certainly welcomed. Additional tree planting along Hollingdean Lane and along the boundary with the railway line, would be beneficial, particularly in views from the Roundhill Conservation Area. The green roof to the west of the MRF and the new planting above the retaining wall should maintain an appropriate green buffer between the site and the uses on the higher land to the west. Some concerns are raised at the abrupt transition in character of the boundary treatment from the attractive semi rural character to industrial as one moves along Hollingdean Lane from the west. Certainly details of the perimeter fencing and general landscaping require further detailed assessment, but which may be dealt with by planning condition.

Regarding the development's wider visual impact; it is agreed its visual

impact on the setting of the Roundhill Conservation Area will be modest. The conservation area is on higher ground with views north mostly screened by trees beside the rail track. From Mayo Road and the eastern end of Princes Road the WTS will be seen but in the context of the metal roofs of the Centurion Industrial Estate in the foreground.

From the north and east the development will have considerable prominence, at least until the depot site's development, and/or the maturing of tree planting, and from many near views the development will be viewed against the sky rather than a green back drop. In this respect foreground tree planting is considered an imperative to provide a desired foil against the substantial scale and mass of the WTS and MRF.

From the north west further separation between the MRF and Hollingdean Lane would have been desirable, particularly since the facility rises some 5m above the level of the Jewish Burial Ground. However it is noted that generally the roof to the MRF is below the ground level of land to the west, including the school playground, to advantage and that the opportunity is to be taken to increase the effectiveness of the tree screen beside the lane.

**Ecologist:** The ES is quite weak in its assessment of the policy context as policies give greater emphasis on enhancing biodiversity and improving the quality and extent of natural habitat. It is agreed that the existing ecological value of the site is low, with possible exception of the ivy-covered trees, which could be used by bats. In contrast to the policy context, this planning application has little to offer in terms of firm commitments to biodiversity improvements, which amount to a (very likely) non-native green roof for only 10% of the total floor area and ten sparrow nest boxes. Offers are also made to help enhance the greenway adjacent to the railway (however, not in applicants control) and to erect a Peregrine nest box. Even if improvements to the railway Greenway and a Peregrine box are successfully secured, it is not considered that these measures amount to the "substantial environmental improvements" sought by the council (SPG). Nor do they approach maximised opportunities to build-in beneficial biodiversity, as required by PPS 9. Green walls and roof should therefore be explored further. A bat survey is required.

Note: Further enhancements to biodiversity have been negotiated in response to these comments – provision of green walls on load out bays and enhancement of the Greenway along Upper Hollingdean Road through substantial street tree planting - which satisfactorily overcomes these original concerns and a bat survey has been

submitted which found no evidence of bats, and the Ecologist confirms he no longer raises an objection.

**Economic Development:** One of the key criteria identifying a suitable site for the proposal in the Alternatives Sites Report was size where it was stated that in order to facilitate the proposal a site with a size of 1.3 hectares (3.2 acres) was required. This therefore removed a large number of sites as there is a deficit of sites within the city to meet this criterion. Once they got to their short list of sites a more detailed analysis of the potential sites was carried out taking into account further more localised criteria against which the four short listed sites were assessed. In economic development terms the information provided is considered appropriate and demonstrates that the applicant has carried out a detailed sequential analysis of all potentially available sites in the city in arriving at their conclusion and preferred site. It is also confirmed that during the initial analysis, the applicant did contact the economic development team to obtain up to date information on the potential sites identified. Since this contact, sites identified have since been developed thus reducing the availability further. Local employment training should be sought through the Section 106 process.

**Environmental Health:** Satisfied with the methodology and recommendations in the Environmental Statement and its conclusion - that provided the recommendations and mitigation measures detailed in the ES are addressed, the development will not have a significant adverse impact on local residents with regard to environmental issues.

The ES calculates that noise from the operation of the MRF and WTS will not increase the existing ambient noise level at the nearest noise sensitive receptors. The assessment of fixed plant and machinery demonstrates that noise complaints will be unlikely. The principles and mitigations measures in the ES (chapters 9 & 4) for the sound insulation of the building envelope, operational noise and dust suppression scheme.

A Construction Environmental Management Plan (CEMP) should be secured to satisfactorily mitigate against any potential adverse effects during construction. A commitment to enter into a Control of Pollution Act 1974 section 61 Agreement addressing noise issues is welcomed. The commitments within the CEMP are important in this regard and the principles of this outlined in the ES are considered sufficient. The applicant's statement on working hours is acceptable. The council is likely to request 8am-6pm Mon-Fri and 8am-1pm Sat (not Sun or Bank



Holiday Mon) for noisy working. The COPA S61 gives the council the opportunity to discuss noisy processes such as piling, and this could include agreeing shorter working hours and/or managing the operation to incorporate breaks in the day. The CEMP should also require a dust control plan to be implemented.

The soil contamination assessment in the ES is robust. The land contains contaminants such as hydrocarbons, lead and copper, and the land remediation measures outlined in the ES can be successfully employed so that the level of risk may be reduced to an acceptable level. Appropriate conditions should be imposed for a remedial scheme to be submitted before development commences.

The Air Quality assessment contained in the ES is satisfactory. Provided the recommendations and mitigation measures detailed in the ES are carried out the development will not have a significant adverse impact on local residents with regard to air quality. The commitment to enter into a lorry routing agreement and dust mitigation measures during construction are welcomed and should be secured through the CEMP. The commitment to contributing financially towards the Air Quality Action Plan is welcomed, and is in accordance with Planning Policy Guidance Note 23.

Appropriate conditions and section 106 obligations are recommended to ensure satisfactory mitigations measures are secured including those relating to: hours of use of the development, soundproofing of building and plant and machinery, noise emission levels at identified receptors, fitting of vehicle silencers, dust and odour suppression, acoustic fencing, burning of materials, outside storage of materials and contaminated land, a financial contribution to the AQMA, a CEMP, and use of low emission vehicles.

**Planning Policy:** The application accords with the site allocation for a Materials Recovery facility in the Brighton & Hove Local Plan (adopted in July 2005) with the Structure Plan and the emerging SE Plan. It accords with the identification of the site for waste uses in the Waste Local Plan (adopted on 21st February 2006).

South East Plan and Structure Plan: Policy **W16** of the South East Plan is relevant, which states that waste development Documents should identify sites for waste transfer and bulking facilities. Structure Plan policies **W9a), W5, W6, W13** are relevant. These policies support: recycling facilities, transfer stations and plants for treatment of waste on sites within or next to built up areas, where industrial forms of

development would generally be acceptable; proposals that minimise the need for transportation of waste; integrated facilities on single or adjacent sites and proposals that increase the proportion of household waste that is recycled. The proposal meets the criteria of these policies.

Brighton and Hove Local Plan (adopted July 2005): In principle, the site is allocated in policy **EM1** and under 'indicative uses' a materials recovery facility is identified, as well as general B2 uses including car repairs and starter units. Whilst the list did not include a WTS they were only indicative and not prescriptive and other waste related uses were not excluded.

The site is encircled by Greenways, therefore policy **QD19** applies and the development should ensure it contributes to enhancement of the Greenway network. The site is adjacent to (but does not adjoin) the Roundhill Conservation Area and the impact to its setting must be taken into account in accordance with policy **HE6**. Policy **TR1** relating to enhancement of sustainable transport modes and meeting the transport demands of the development must be complied with, as also policies **TR7** relating to highway safety, **TR8** relating to pedestrians and **TR11** relating to safe routes to schools. Also cycle parking should be secured (policy **TR14**). Sustainability needs to be addressed in accordance with policies **SU2, SU3, SU4, SU5** and **SU13** and the Sustainability team should address this. Pollution and noise/odour issues (policies **SU9, 10, 11 & 12**) should be dealt with by Environmental Health. Policies relating to quality of design, landscaping and biodiversity (**QD1-4, QD6, QD15-18**) should also be addressed and deal with by the Conservation and Design team and the Ecologist and Arboriculturalist. Policy **QD27** relating to amenity also applies.

Waste Local Plan (adopted February 2006): The site specific policy is **WLP8(b)** which allocates the site for a materials recovery facility and waste transfer facilities and the application accords with this allocation. The policy makes reference to a number of issues that need to be addressed by the application in the accompanying 'map notes' and these have been addressed in the current application.

All waste developments also need to be considered against the strategic waste policies in **chapter 6 of the WLP**. **WP1** requires applications to represent the best practicable environmental option, have regard to the waste hierarchy, the proximity principle and the precautionary principle, reduce landfill and be part of an integrated strategy. The proposal complies with its strategy. The submitted BPEO reports are acceptable. Transport policies **WLP2** and **WLP4** are relevant

and the potential for use of rail should be explored. **WLP11** (reuse of construction waste) and **WLP13** (recycling, transfer and material recovery facilities) are relevant, and a construction and demolition waste plan should be secured and the site complies with WLP13, being an allocated site for such uses.

All waste development also needs to be considered against the development control policies **in chapter 8 of the WLP**. Policy **WLP35** is relevant regarding general amenity considerations as are policies **WLP36** (transport considerations), **WLP37** (flood defences and surface run-off) and **WLP38** (surface and groundwater). Sustainable drainage systems should be explored. **WLP39** (design) and **WLP40** (environmental improvements and other benefits) are relevant. The development should aim to maximise on site landscaping.

It should be noted that the Waste Local Plan is currently subject to legal challenge with the city and county council's being joint defendants. Advice has been sought from Queens Counsel as to the appropriateness of determining waste planning applications prior to the hearing taking place. The councils have been advised that, despite the challenge, the Waste Local Plan remains adopted and in force and that such applications should proceed to determination.

SPGBH17- Hollingdean (approved at Environment Committee 29/01/04): The SPG emphasises that planning considerations set out in section 6 must be taken into account in any planning proposal for the site. The SPG seeks compliance with the council's sustainability strategy and seeks protection of groundwater and inclusion of a sustainable drainage system and a sustainable form of land remediation should be sought. The SPG requires an education facility, accessible to all groups. An environmental statement is required, and a transport assessment to accompany the application. The SPG states access to the site should be via Upper Hollingdean Rd and not Ditchling Road. The SPG seeks to ensure residents do not suffer from noise, odour or dust. The design should be good quality to limit visual intrusion. A design assessment and landscape assessment are required.

Site selection process: The waste local plan preparation process identified 3 sites in the city for waste uses (Hollingdean, Hangleton Bottom and Sackville Road coal yard and sidings). As far as Hangleton is concerned, the AONB location, uncertainty over the national park boundary and its smaller size made Hollingdean the preferred site. In addition Hollingdean's history as an abattoir and its co-location with the existing waste depot, together with the fact it more closely met

the requirements of Waste Local Plan policy WLP2 – that is lies in close proximity to where waste arises and closer to final destination to the east, thereby reducing mileage sought by the WLP. Further information why rail is rejected should be sought as is one benefit of the Hollingdean site.

**Sustainability Team:** Although the Sustainability Strategy makes no substantial reference to climate change, the applicant has subsequently submitted an Energy Survey which details measures that can be incorporated into the buildings to minimize carbon emissions and energy use. The Survey predicts 50% reduced energy demand and 40% reduced carbon emissions. It is recommended that these measures be implemented and secured by condition.

The following measures are positive: water re-use and consumption reduction; specification of energy efficient appliances; 'intelligent' auto-lighting systems; use of translucent panels permitting natural daylighting; incorporation of photovoltaics/solar and wind turbine power for street and signage illumination and the building design minimize the need for heating and lighting. These should be captured in an overall prediction of energy savings/carbon reduction. Further detail of photovoltaics and micro wind turbines should be supplied.

The BREEAM assessment suggests it will be possible to achieve 'excellent' on all 3 buildings using higher cost measures. The intention is to reach 'very good' on the MRF and WTS as these are not heated and thus do not meet the BREEAM credits on this aspect to reach 'excellent'. This should be clarified and it is recommended that all buildings reach 'excellent', particularly with regard to energy and water components.

With regard to water the following are positive measures: use of water meters; dual flush toilets and low water usage urinals; push flow taps and showers; 'A' rated dishwashers and washing machines; rain water catchment systems for vehicle washing and irrigation (capacity and siting details required). The use of Sustainable Drainage Systems (SUDs) is limited due to issues regarding contaminated land but should be maximised on appropriate areas of the site – eg car parking area or areas of paving.

With regard to biodiversity the inclusion of a green roof and off site planting are welcome. More habitats could be incorporated. Further justification needs to be given as to why green roofs cannot be used on the remainder of the buildings. The commitment to green walls is welcome. The use of low emission vehicles alternative fuels and should

be explored and the use of rail. A sustainable material procurement strategy should be submitted to show how the materials rate highly in the BRE Green Guide to Specification and any steel should be recycled. Potential to train construction students during construction should be pursued.

Note: Some of the matters outlined above will be secured as part of the scheme by condition.

**Transport Planning & Policy:** Provided appropriate conditions/section 106 obligations are imposed as recommended, the transport implications of this application are acceptable.

The Transport Assessment (TA) estimates the likely transport impact of the proposal and sets it in the context of the existing traffic in the area. This is done by assuming that total waste tonnage will grow in accordance with the rates which have been accepted by the Council in its role as Waste Collection Authority (WCA) and adopted in the Waste Local Plan. This gives a total of 110,000 tonnes per annum in 2007/08, 130,000 tonnes in 2015/16, and 140,000 tonnes in 2027/28. A worst case of 160,000 tonnes per annum, which would be the maximum allowed by the consent sought, is also considered. Dividing these totals by the number of working days per year gives average tonnages per day. These are then divided by the average payloads of the HGVs proposed for use, which vary according to the types of movement and materials involved, to produce daily traffic volumes. The payload figures have been accepted by the Council in its role as WCA and are supported by weighbridge data provided by the applicant.

Tables in the TA show that total HGV movements to and from the site combined would be 226 daily in 2007/08 increasing to 316 daily in the worst case. However it is an important point that most of these movements are already being made or arise from the expected growth in waste tonnage which are expected to occur regardless of the outcome of this application and could be made to and from the existing depot without any further planning application being made. The extra number of HGVs arising from this application is 66 per day, both directions combined, in the worst case. These extra trips would be by articulated bulkers using Hollingdean Rd. and Lewes Rd. to and from the site.

For information, the Environment Committee agreed in December 2005 to implement the proposed Fiveways traffic management scheme which includes measures to reduce the concerns of local residents to the west of the application site arising from HGV

movements associated with the existing Cityclean operation.

The total number of new trips is therefore low (i.e. the 66 bulker movements discussed above and at most 60 staff trips in and out combined per day). These 126 new movements would be 0.76% of the surveyed existing 12 hour two way flow of 16479 vehicles on Upper Hollingdean Rd. It is demonstrated in the TA using standard and acceptable methods that no delays would be expected at the junction of Upper Hollingdean Rd. and the site access. Nevertheless the potential environmental impact of the bulkers must be considered and the applicants propose to address this by:

1. The realignment of Upper Hollingdean Rd. on the approach to the railway bridge which is intended to improve the forward visibility from southbound vehicles and so enable greater driver comprehension and provide an improved passage for large HGVs passing through the bridge, and the provision of additional warning signs and road markings on the approaches to the bridge. It is proposed that the details of these and other highway measures are finalised as part of a condition attached to any consent. These works would have to be co-ordinated with the Fiveways area improvements referred to above. The completion of a Stage 2 safety audit would be required before the works were carried out. The applicants have considered the possibility of introducing one-way working controlled by traffic signals at the bridge but have demonstrated using standard and acceptable methods that this would cause unacceptable delays. Network Rail has expressed concern (in respect of the previous application) about the possibility of vehicles hitting the railway bridge and therefore the provision of Trief kerbs to narrow the carriageway has also been considered. This has however also been rejected because of the delays which would be expected to result, and in the light of the fact that the concern expressed is general and not specific to this site i.e. there are no records of HGVs colliding with this railway bridge.

2. A routing condition similar to those operated elsewhere by the applicant requiring the bulkers to enter and leave the site via Hollingdean Rd, Lewes Rd. and the A27. This would be enforced by route notification and signing and residents would be encouraged to notify suspected breaches of the agreement. Details of this should be resolved as a planning condition and it is suggested that these should include action to be taken to resolve breaches which occur. The routing condition should apply to all vehicles including those for which the desired route would not be the most convenient. The condition should ensure that there is no significant impact i.e. no extra HGV movements generated by the development in the residential area to

the west of the site. The possibility of a central island in Upper Hollingdean Rd. positioned so as to require HGVs to take the desired route has been considered but rejected as it would cause delays on Upper Hollingdean Rd. southbound and would be unnecessary provided an effective routing condition can be agreed.

The applicants are aware of the Council's policies of promotion of sustainable modes of travel but it is accepted that the scope for application of these policies in this case is limited by the nature of refuse collection, the small number of employees (30 approx) and the very early start to their working day. The Local Plan does not include parking standards for this use but the proposed provision of 22 general, 2 disabled and 1 bus/ coach parking spaces and 15 cycle parking spaces seems reasonable.

The applicants propose to promote the use of sustainable transport as far as possible by:

1. Adoption of a Company Travel Plan. This should be secured by condition and will probably include the provision of public transport timetables, the provision of cycle facilities such as showers and changing facilities, and the promotion of car sharing by staff. For information, Cityclean intend to apply the Travel Plan for Council staff to their relevant existing employees.
2. A contribution to enable the provision of a cycle lane on Upper Hollingdean Rd. northbound in the vicinity of the site or other measures to encourage the use of sustainable modes of transport locally. This should again be secured by a Section 106 agreement. Officers estimate that the provision of the proposed lane would cost approximately £10,000.

The TA briefly discusses the issue of construction traffic routing. This is satisfactory and as always the intention would be to limit such traffic to major routes as far as possible. The details of this should again be resolved by condition.

The Public Transport Manager confirms that the applicant has fully considered the rail transportation option in detail, and has satisfactorily demonstrated that it is not practicable. The applicant has made a case that costs of transportation of waste by rail is significantly higher than the costs for road haulage (£16.4 million during the life of the contract). It is also accepted that the accommodation of a rail siding within the site would seriously constrain the operation of the site as currently designed.

## **7 RELEVANT PLANNING POLICIES**

### **Central Government Guidance:**

#### **Planning Policy Guidance Notes (PPG's), including:**

**PPG4** – Industrial and Commercial Development and Small Firms;

**PPG9** – Nature Conservation;

**PPG13** – Transport;

**PPG15** – Planning and the Historic Environment;

**PPG16** – Archaeology and Planning;

**PPG24** – Planning and Noise;

**PPG25** – Development and flood risk.

#### **Planning Policy Statements (PPS's), including:**

**PPS1** – Delivering Sustainable Development;

**PPS10** - Planning for Sustainable Waste Management;

**PPS11**- Regional Spatial Strategies;

**PPS22** - Renewable energy;

**PPS23** – Planning and Pollution control.

**PPS25** – Planning and Flood risk (draft)

#### **Regional Planning Guidance for the South East (RPG9) (March 2001):**

Paragraphs 4.15 – 4.19: Priority Areas for Economic Regeneration (PAERs);

**Q1** – Urban areas – prime focus for new development;

**Q2** – Quality of life in urban areas;

**Q3** – Location and design of development;

**Q6** - Infrastructure requirements;

**E2** – Maintenance and enhancement of biodiversity

**E7** – Pollution control and air pollution;

**RE1** - Support of regional economy

**RE2** - human resource development

**RE4** – business support for sustainable development

**RE5** – Employment land resources;

**RE7** – Support for **PAERs** (Priority Areas for Economic Regeneration) of which is Brighton and Hove;

**T1** – Minimising the distance people need to travel;

**T2** – Travel awareness and travel plans;

**T3** – Parking standards;

**T4** – Walking and cycling;

**INF1** – Flood risk

**INF2** - Sustainable provision of water services

**INF3** - Waste facilities and minimisation of waste

**INF4** – Energy conservation and renewable energy.

### **Government Circulars**



**Emerging South East Plan** (particularly policy W16)

**East Sussex and Brighton and Hove Structure Plan 1991-2011:**

- S1** – Twenty One Criteria for the 21<sup>st</sup> Century
- S3** – Infrastructure
- S4** – Strategic pattern of development
- S6** – Development and change within towns
- S13** – Brighton and Hove
- TR1** – Integrated transport and Environment Strategy
- TR2** – Travel awareness
- TR3** – Accessibility
- TR4** – Walking
- TR5-6** – Cycling
- TR7-9 and TR11** - Public Passenger Transport
- TR16** - Parking standards for development
- TR17** - Commuted payments
- TR18** - Cycle parking
- TR33** - Brighton and Hove
- EN1** – General Environment policy
- EN2** – Areas of Outstanding Natural Beauty (AONB)
- EN12** – Water Quality and Conservation
- EN14** – Light pollution
- EN15** – Noise pollution
- EN17** – Nature conservation
- EN18** – Nature conservation
- EN21** – Nature conservation
- EN22-24** – Archaeological and Historical Features
- EN26** – Built environment
- EN27** – Conservation of energy
- EN31** – Environmental education
- LT15-LT16** – Informal recreation
- LT19** – The Arts
- W1** – Sustainable approach to waste planning
- W2** - General strategy for waste
- W3** - Dealing with waste in area it arises
- W4** - Support for transfer facilities
- W5** – Transportation of waste
- W6** – Strategic network of waste facilities
- W7** - Reduction in use of landfill
- W8** – Strategic development criteria for waste facilities
- W9** – Strategic development criteria for waste facilities
- W10** - Reduction in construction waste
- W11** - Reduction in construction waste
- W13** – Household, commercial and other industrial waste
- W19** - Safeguarding of allocated waste sites

**East Sussex and Brighton and Hove Waste Local Plan:**

**WLP1** – The Plans strategy

**WLP2** – Transport Strategy

**WLP4** - Road to rail or water transfer

**WLP8** - Site specific allocations for material recovery facilities/waste transfer facilities

**WLP11** - Reduction, re-use and recycling during demolition and design and construction of new developments

**WLP12** - Recycling as part of major development

**WLP13** – Recycling, transfer and materials recovery facilities

**WLP35** - General amenity considerations

**WLP36** - Transport considerations

**WLP37** - Flood defences, flood plains and surface water runoff

**WLP38** - Surface and groundwater

**WLP39** – Design considerations

**WLP40** – Environmental improvements and other benefits

**Brighton and Hove Local Plan:**

**TR1** – Development and the demand for travel

**TR2** – Public transport accessibility and parking

**TR4**– Travel Plans

**TR7**– Safe development

**TR8** – Pedestrian routes

**TR11** - Safe routes to school and school safety zones

**TR12** – Helping the independent movement of children

**TR13** – Pedestrian network

**TR14** – Cycle access and parking

**TR15** – Cycle network

**TR16** - Potential rail freight depot

**TR18** – Parking for people with a mobility related difficulty

**TR19** - Parking standards

**SU1** – Environmental Impact Assessment

**SU2** – Efficiency of development in the use of energy, water and materials

**SU3** – Water resources and their quality

**SU4** – Surface water run-off and flood risk

**SU5** – Surface water and foul sewage disposal infrastructure

**SU9** – Pollution and nuisance control

**SU10** – Noise nuisance

**SU11** – Polluted land and buildings

**SU13** – Minimisation and re-use of construction industry waste

**SU14** – Waste management

**SU15** – Infrastructure

**SU16** – Production of renewable energy

**QD1** – Design – quality of development and design statements  
**QD2** – Design – key principles for neighbourhoods  
**QD3** – Design – efficient and effective use of sites  
**QD4** – Design – strategic impact  
**QD5** – Design – street frontages  
**QD6** – Public art  
**QD7** – Crime prevention through environmental design  
**QD15** – Landscape design  
**QD16** – Trees and hedgerows  
**QD17** – Protection and integration of nature conservation features  
**QD18** – Species protection  
**QD19** – Greenways  
**QD25** – External lighting  
**QD27** – Protection of amenity  
**QD28** – Planning obligations  
**HO19** – New community facilities  
**EM1** – Identified employment sites (industry and business)  
**NC8** – Setting of the Sussex Downs Area of Outstanding Natural Beauty  
**HE3** – Development affecting the setting of a listed building  
**HE6** – Development within or affecting setting of Conservation Areas  
**HE12** – Scheduled ancient monuments and other important archaeological sites

**Supplementary Planning Guidance Notes (SPG's):**

**SPGBH4:** Parking Standards

**SPGBH16:** Energy Efficiency and Renewable Energy

**SPGBH17:** Hollingdean Depot/Abattoir

**SPGBH21:** Sustainability Checklist

(Note: See Appendix for a summary of SPGBH17: Hollingdean Depot/Abattoir).

**Supplementary Planning Documents (SPD's):**

**SPD03** Construction and Demolition Waste

**SPD06** Trees and Development Sites

## **8 CONSIDERATIONS**

### **Context**

This part of the report identifies and discusses the main issues raised by the proposals and those emerging from the appraisal of the Environmental Statement, in the context of planning policies, government guidance and other material considerations. The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 require that environmental information, meaning the Environmental Statement and representations thereon,

be taken into consideration prior to planning permission being granted. Accordingly this information is used in assessing the matters identified below which are the main considerations relating to the proposal:

- Principle of development, appropriateness of land use;
- Traffic generation and transport, including highway safety and sustainability considerations;
- Impact on the amenity of occupiers of nearby residential properties, schools and businesses;
- Sustainability;
- Design and appearance of the buildings and their impact on the immediate and wider townscape, including impact on conservation areas and listed buildings in the vicinity, and impact on distant views;
- Ecological protection and enhancement and landscaping.

### **Compliance with Planning Policy**

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states "If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

The Development Plan in respect of this site currently comprises:

- Regional Planning Guidance for the South East (RPG9);
- East Sussex and Brighton & Hove Structure Plan 1991-2001;
- Brighton and Hove Local Plan (2005);
- East Sussex and Brighton and Hove Waste Local Plan (2006).

The policies and guidance set out in the following documents are also material considerations in the determination of this application:

- Central Government advice including that set out in Planning Policy Guidance Notes (PPG's), Planning Policy Statements (PPS's) and Circulars
- Supplementary Planning Guidance Notes (SPG's)
- Supplementary Planning Documents (SPD's)
- The emerging South East Plan
- European legislation and policy

The relevant policies and guidance are listed in the Planning Policy Section 7 above in this report. Key strategic and local policies are identified and summarised in the Planning Policy consultation

comments in Section 6 of this report. This section will discuss the key planning policy issues in relation to the application, and will conclude that the scheme complies with the key objectives of the development plan, central government advice and supplementary planning guidance notes and documents.

### **Principle of development, appropriateness of land use**

#### ***Key planning policy objectives***

European policy and legislation focuses on diverting waste away from land disposal. The main requirement of the European Landfill Directive (1999) aims to achieve by 2020 a reduction in the amount of biodegradable municipal waste disposed to land to 35% of that produced in 1995. This is a significant reduction as currently in the UK over 70% of municipal waste goes to landfill. In this context, the overall objective of central government planning policy on waste is to protect human health and the environment by producing less waste and by using it as a resource wherever possible. In 2000 the government adopted the 'Waste Strategy 2000' which contains policies on waste and seeks to: tackle growth in waste; maximise recycling, composting and energy recovery; set targets for better waste management; develop new and stronger markets for recycled materials; and reduce substantially amount of waste sent to landfill.

Policy INF3 of RPG9 states a key regional objective - that adequate provision should be made for the management of the regions waste within its own boundaries wherever possible and that councils should aim to make provision for a sufficient range and number of facilities for the re-use, recovery and disposal of waste and every effort should be made to minimise waste. A key policy of the emerging South East Plan is W16 which states that Waste Development Documents should identify infrastructure facilities, including sites for waste transfer and bulking facilities, essential for the sustainable transport of waste materials.

The policies in the East Sussex and Brighton and Hove Structure Plan reflect regional policies and government guidance and the emphasis is on reducing the production of waste and re-using products and materials. Structure Plan policy states that provision should made for dealing with waste as close a possible to the point of origin and particularly encourages materials recycling facilities and transfer stations, and use of industrial and semi-industrial sites for such uses.

The policies of Waste Local Plan reflect national and regional policy and the most relevant policy in terms of this application is policy

WLP8b) which supports the allocation of Hollingdean Depot/Abattoir for a materials recovery facility/waste transfer station to achieve the key national and regional objectives.

Policy EM1 of the Brighton and Hove Local Plan supports the allocation of the Hollingdean site for a materials recovery facility and general B2 uses. Whilst the uses in the allocation did not include a WTS, they are 'indicative' and other waste related uses are not excluded.

A supplementary planning guidance note (SPG), SPGBH17 Hollingdean Depot/Abattoir, was adopted on 29<sup>th</sup> January 2004. The council's principal aims for development at Hollingdean are set out and are:

- *To secure well designed, modern waste facilities consistent with the council's waste local plan policies;*
- *To achieve the upgrading/rationalisation of key uses retained on the site;*
- *To facilitate/enable further opportunities to achieve waste related and/or industrial development on the site;*
- *The secure substantial environmental improvements*

The SPG states that, given the urgent need for new waste management facilities in Brighton and Hove the 'primary' allocation for the site under Local Plan policy EM1 in planning terms is for a Waste Transfer Station and Materials Recovery Facility. The SPG explains that Brighton & Hove has a responsibility to process locally as much of its own waste as possible and that the development of a Waste Transfer Station and Materials Recovery Facility on this site is essential if targets for recycling and recovery are to be achieved in a sustainable way. The SPG further explains that the Hollingdean Depot/Abattoir site is well located in terms of the 'proximity principle,' in that it is centrally located within Brighton & Hove, close to the sources of waste arisings. This reduces the amount of distance that waste needs to be transported, contributing to sustainability.

In view of the planning policy context summarised above, there is no objection in principle to the development of the Hollingdean site for a waste facility as this accords with the provisions of the Development Plan and SPGBH17. The South East England Regional Assembly (SEERA) consider the proposed development does not materially conflict with or prejudice the implementation of adopted Regional Spatial Strategy (RPG9 and Alterations), the Government's proposed Changes to the Regional Waste Strategy or the emerging South East Plan. The Hollingdean Depot/Abattoir is an urban site with a long established

industrial character and has a long history of waste management dating back as far as the early nineteenth century. The site is located within the built up area and is vacant, and its redevelopment for waste-related uses is supported. The proposal would make effective and efficient use of land and would accord with sustainable principles.

The application contains evidence to demonstrate that the proposal represents the 'Best Practical Environmental Option', and the MRF/WTS forms part of an Integrated Waste Management Strategy for East Sussex and Brighton and Hove supported by the Waste Local Plan which seeks to provide a network of key facilities which collectively will achieve government targets. The MRF/WTS facility proposal will be a key component within this county-wide strategy, where it will serve Brighton and Hove. There is an urgent need to manage and reduce waste within the city as landfill at Pebsham/Beddingham are anticipated to be full by 2008, and therefore the development is encouraged in principle. The proposal includes a visitor/educational centre, as required by SPGBH17, which will ensure the facility is accessible to a wide range of people and will increase awareness of waste issues in accordance with policy WLP40 of the Waste Local Plan.

It should be noted that the Waste Local Plan Inspector recommended that uses on sites allocated in the Plan should be widened out to include a range of waste management uses, and this has been raised by some objectors to the Hollingdean scheme. Where sites were not assessed or consulted upon as part of the Waste Local Plan process for any additional uses, this was not considered appropriate. Following the change to the planning system, widening uses on allocated waste sites will be considered via the preparation of a new Waste Development Framework. New uses are not precluded because the Plan allows for them to come forward via the development control process and be determined in relation to the other waste policies in the Plan.

### ***Alternative sites***

Whilst the principle of the development is considered acceptable on this site, in accordance with EIA Regulations, the application needs to consider potential alternative sites for the development and an Alternative Sites Assessment report has been submitted. This contains a comprehensive study of alternative sites within the city and its conclusions are not disputed. The council's Economic Development team confirms that the findings are correct with regard to existing industrial estates, in that none have land available of the capacity required to accommodate the development.

It is considered that Hangleton Bottom (one of the two other sites allocated for waste use in the Local Plan and the Waste Local Plan within Brighton & Hove) is not suitable for this particular development proposal due to its current location with the Sussex Downs AONB and the present uncertainty over the exact alignment of the proposed South Downs National Park boundary at Hangleton.

Hangleton Bottom has the potential to accommodate a more modest waste facility but its limited size means that the current proposal cannot be accommodated within this site. The site at Hangleton is 1.04 hectares if the embankment in the ownership of the Highways Agency and which supports the A27 at this point, is deducted from the site allocation in the Waste Local Plan. Also the scale and height of the MRF/WTS facility, as proposed, could have a significant impact in this sensitive area within the AONB and potentially adjacent, or within, the SDNP, depending on the final alignment of its designated boundary.

Hollingdean has the advantage of its history as the site of a former abattoir and its current permitted industrial and transport uses. Its co-location with the existing waste depot is a significant advantage, particularly in terms of reducing traffic movements. Hollingdean more closely meets the requirements of Waste Local Plan policy WLP2 – in that it lies in much closer proximity to the majority of the waste collection rounds in Brighton and Hove and is closer to the waste's final destination to the east of the city, thereby reducing mileage.

Hollingdean Depot is a brownfield site whereas Hangleton Bottom is a greenfield site. Development at Hollingdean Depot therefore more closely follows policy WLP13 of the Waste Local Plan which seeks to locate such facilities on land that is located within permitted or allocated industrial sites or waste management sites or on other previously developed land. This also follows general government preference for the development of brownfield sites before greenfield sites are considered.

It is therefore considered that the principle of developing the Hollingdean site for a waste management facility has been established, and the following sections discuss in more detail whether the scale, appearance and type of operations proposed are acceptable in general development control terms.

### **Traffic generation and transport, including highway safety and sustainability considerations**



### **Traffic generation and highway safety**

A Transport Assessment (TA) was submitted with the application which the council's Traffic Manager considers to be robust and contains acceptable and recognised methodology. They consider the total number of new daily traffic movements (ie the 66 made by the HGV bulkers and maximum 60 staff trips) to be low in the context of existing traffic movements in the locality. They account for less than 1% of the surveyed 12 hour two way flow of 16479 vehicles on Upper Hollingdean Road. The TA confirms that the proposal would not result in increased delays at junctions. The existing City Clean vehicles using the depot would not increase as a direct result of the proposal – they would continue to operate as present from the depot in the absence of a WTS/MRF.

The TA highlights that the proposal has the benefit of actually reducing some traffic movements as City Clean roadside collection vehicles would no longer need to carry out an additional journey to drop their load off at landfill – instead they would deposit it at the WTS and it would then be bulked up into fewer, larger loads for HGV transfer. The articulated HGV bulkers proposed to be used would weigh 44 tonnes, and hold an average load of between 16-21 tonnes. The applicant states that journeys to landfill and the temporary MRF currently account for approximately 50 daily movements and these would be substantially reduced. It should also be recognised that the site itself previously generated traffic movements from the previous uses on the site (lorry park, industrial units etc), and the HGV journeys that were generated by previous uses of the abattoir site accounted for approx 108 daily movements. The proposal will generate 66 HGV movements and this therefore puts the proposal in context.

The potential environmental impacts of articulated HGV bulk carriers (bulkers) has been considered in the application, and the council's Traffic Manager considers the new access and realignment of the approach to the railway bridge and appropriate warning signs to adequately address any potential highway safety issues. The Traffic Manager confirms that the existing railway bridge is physically capable of accommodating the proposed HGV bulkers, and the realignment allowing greater onward visibility and advance warning signs of 'vehicles in middle of road' will be an improvement upon the existing situation. The TA includes information which satisfactorily demonstrates that traffic signals at the bridge would cause substantial delay and the Traffic Manager accepts the conclusion that this should be discounted. A Stage 1 Safety Audit has been submitted with the proposals, which contains some recommendations and the Traffic Manager considers that the new access/realignment should not

compromise highway safety. The removal of the existing Hollingdean Lane vehicular access next to the railway bridge is welcomed as it is not ideal.

The applicant has agreed to a routing agreement through the section 106 process to ensure all bulker HGV's are routed eastwards along Hollingdean Road and the Vogue Gyratory, and not Ditchling Road. This will minimise impact to the majority of residents and users of the surrounding area, including school children, who are based to the north and west of the site, which is welcomed in terms of amenity considerations and it is recognised that the use of large HGV bulkers could be intimidating for some pedestrians. The new access and routing agreement accords with the aims of SPGBH17.

The council's Traffic Manager considers the proposed parking on site for 23 cars, including 2 disabled spaces and 1 bus/coach drop off area, and provision of 15 bicycle spaces and commitment to a Travel Plan, to be reasonable and sufficient to meet the demands from staff and visitors to the development.

It is therefore considered that the proposal would not have an adverse impact on the locality in terms of traffic generation or highway safety in accordance with Development Plan policy. Whilst the concerns of local residents with regard to traffic generation and use of large HGVs are understood, in view of the limited traffic movements directly generated by the development, and how this compares to existing traffic flows and those generated by previous industrial uses of the site, it is not considered that a refusal of planning permission can be justified.

### ***Sustainable transport***

Principles of sustainable development underlie the planning process, and transport planning in particular. Central Government advice and Development Plan policies encourage increased use of public transport, cycling, walking, traffic calming and associated environmental improvements. SPGBH17 states that sustainable modes of transport should be maximised. In this context, the application is considered to contain satisfactory measures to encourage sustainable modes of transport, as required by Development Plan policy.

The applicants have committed to a Travel Plan to be secured by condition which will ensure public transport, and measures such as car sharing, are promoted to all staff. The provision of cycle facilities and shower/changing facilities within the office building are welcomed, as is the commitment to a financial contribution to provide a cycle lane

along Upper Hollingdean Road, to encourage cycling and walking. The existing pavement will be retained along Hollingdean Lane and pedestrian access will be maintained along the whole length of the Lane, from Ditchling Road through to the railway bridge.

The Public Transport Manager confirms that the applicant has fully considered the rail transportation option (for waste) in detail, and has satisfactorily demonstrated that it is not practicable. The applicant has made a case that costs of transportation of waste by rail is significantly higher than the costs for road haulage (£16.4 million during the life of the contract). It is also accepted that the accommodation of a rail siding within the site would seriously constrain the operation of the site as currently designed. In addition, the council has not investigated an Advanced Container Transfer System (ACTs) where the backs of specialist waste lorries are demountable and can be loaded directly onto rail. Currently there is no facility for accepting waste by rail at Beddingham and therefore the current council fleet is not compatible with an ACTs system.

#### **Impact on the amenity of occupiers of nearby residential properties, schools and businesses**

The Hollingdean Depot/Abattoir site is an urban site with a long established industrial character and a long history of waste management dating back as far as the early nineteenth century. Objectors state, however, that the site used to be on the outskirts but that times have changed and that a waste facility is not suitable in a residential area, and should be located on a site on the city's periphery.

The substantial concerns of local residents regarding the potential impact to health and amenity are acknowledged and understood. It is agreed that a waste facility has, in principle, the potential to cause harm to amenity through noise, odour, dust and pollution, particularly in a residential area. However, notwithstanding the fact that the application confirms that there are currently no available alternative sites within the city, it should be noted that MRFs and WTSs are operating successfully in urban residential areas, eg Lough Road in Islington, where existing properties are located approx. 100 metres from the facility and new properties are planned almost directly next to the WTS. It should also be noted that the temporary MRF in Leighton Road, Hove operates successfully and is located approximately 10 metres away from residential properties. The WTS/MRF/civic amenity site in Islington was visited by the council's Environmental Health team and they confirm that there is no reason why a MRF or WTS designed to modern standards with appropriate noise/dust/odour controls

cannot be located in a residential area.

The potential environmental impact of the development proposed in Hollingdean, in terms of noise, odour, dust and air quality has been considered in detail in the Environmental Statement. The council's Environmental Health Team are generally satisfied with the methodology in the ES and its conclusions that, provided the recommendations and mitigation measures as detailed in the ES are addressed, the development will not have a significant adverse impact on local residents with regard to environmental issues.

SPGBH17 requires a high standard of design and operational management to overcome or reduce to an acceptable level potentially harmful amenity impacts. The application proposes this, and where mitigation measures are required against potential harmful effects, they will be secured by appropriate conditions and section 106 obligations agreed with the council's Environmental Health team. They include the following: restriction of hours of operation, with more restrictive hours on a Saturday and only when a Saturday follows a Bank Holiday and at no time on Sundays or Bank Holidays; restriction on temporary waste storage; restrictions to ensure all loading and unloading and sorting/bulking activities to be inside building and not outside; routing of HGVs to the Vogue Gyratory and not Ditchling Road; requirement for dust and odour suppression measures; requirement for soundproofing and low noise levels to be adhered to; closure of use of low noise reversing beepers; use of low emission vehicles; provision of acoustic fencing.

It should be noted that in addition to the conditions recommended by the Local Planning Authority, the Environment Agency as part of the Waste Management Licence, impose criteria of their own. These criteria include tonnage of waste handled, type of waste handled, record-keeping, maintenance, drainage considerations, control of mud and debris, control of odour emissions, control of noise, dust, litter and pest infestations.

It is noted that one of the major concerns of residents is the impact of the development to air quality in the area. An Air Quality Assessment was included as part of the environmental statement and this assesses the impact during construction and operationally, and concludes that the air quality impact will be minimal. The ES assessed the impact of the pollutants most closely associated with vehicle traffic, nitrogen oxide (NO<sub>2</sub>) and particulate matter of less than 10 (PM<sub>10</sub>). The Air Quality Assessment takes into account medium and high sensitive receptors, the latter including residential properties and Downs Infant

School. The Assessment concludes that the proposed traffic movements (66 HGV movements and approx 60 staff movements) would not result in a significant deterioration of air quality. The differences would be significantly less than 10% of the existing baseline air quality in the area, being approximately 1-1.4%. The ES concludes that the dust and odour suppression measures will render any dust/odour effects insignificant. These measures include: use of bio-aerosols; wheel washing; dampening down of surfaces; enclosure of containers; activities restricted within buildings; use of pressurised water mist fans which include deodorant; use of low emission vehicles. The Environmental Health team have thoroughly considered the ES and consider its methodology and conclusions to be satisfactory. The mitigation measures will be secured by condition and section 106 agreement.

It is acknowledged that the school playground at Downs Infant School is in close proximity to the western boundary of the site and the MRF, although the land rises steeply and the school stands some 12 meters above the site. The proximity of the school has led to understandable concerns being expressed, however, the council's Environmental Health Team consider that mitigation measures discussed in this section can ensure no detriment is caused to the users of the school and playground. The covered extension to the MRF where it is closest to the playground will help reduce the impact of traffic movements in that corner to an extent. A fence is also to be secured along the school playground boundary to help screen the facility. It should be recognised that until very recently several industrial units occupied the site and a lorry park and that the site has a long established industrial use and allocation in the Local Plan and its predecessor documents.

An independent assessment carried out by the Health Protection Agency (HPA) confirms that the development does not suggest any serious health risks, including to school children. They confirm that the applicant's methodology and figures have been robustly assessed to reach this conclusion. On the basis of the HPA report, the Primary Health Care Trust consider the development acceptable, as does the council's Children and Young People's Trust.

The proposal would result in routing HGVs away from the majority of residential properties and schools in the area, along Hollingdean Road. This road and the Vogue Gyratory do, however, form part of an existing Air Quality Management Area (AQMA) where air quality is not achieving desirable levels and exceeds the (NO<sub>2</sub>) objective limit. This is regrettable, however, PPS23 is clear in its guidance that the existence of a nearby AQMA does not in its own right mean that no

development can take place if it causes a deterioration of local air quality. The degree of significance of impact needs to be taken into account, together with appropriate mitigation measures. In accordance with PPS23, financial contributions towards Air Quality Action Plans may be sought to offset the impact of a particular proposal. Whilst the impact of the proposal would not be significant, it will nevertheless have an impact, and it is considered that a financial contribution of £30,000 should be secured. This could go towards monitoring equipment or employment of a consultant to carry out monitoring, which would help provide a strategy for seeking improvements to the AQMA. The council's Environmental Health team confirm that emissions relating to lower traffic speeds and in particular standing traffic and congestion are of more concern than overall traffic volume and ways of reducing congestions will be pursued.

No.s 1 and 2 Hollingdean Lane are in very close proximity to the facility, however, it must be recognised that they are an unusual case being located in the middle of an existing industrial/waste facility. Given their proximity, however, restrictive conditions are recommended to ensure the building is adequately soundproofed with dust and odour control measures, and hours of operation are restricted to ensure that the occupiers do not experience undue activity. Specialist acoustic fencing is also sought on the boundary of the site closest to these properties.

### ***Impact during construction***

The proposed building period is stated as approximately 1 year in the ES. The applicants have committed to submitting a Construction Environmental Management Plan (CEMP) before commencement of development that will be secured through the Section 106 process and this is considered to satisfactorily mitigate against any potential adverse effects to the locality during construction. The Environmental Health team consider that the impact of the construction phase will be reduced by imposition of a CEMP and they will advise upon its precise content. The CEMP will cover measures such as hours of operation - the council is likely to request 8am-6pm Mon-Fri and 8am-1pm Sat (not Sun or Bank Holiday Mon) for noisy working; vehicle routing; details of equipment; method of construction; a dust control plan; drainage and run-off management. The applicant's commitment to apply for a Control of Pollution Act 1974 Section 61 (COPA S61) agreement as part of the CEMP to address noise issues is welcomed and will be secured. The COPA S61 gives the council the opportunity to discuss noisy processes such as piling, and this could include agreeing shorter working hours and/or managing the operation to incorporate breaks in the day.

For the reasons outlined above, therefore, it is considered that the proposal would not adversely affect living conditions of nearby residential/commercial/educational properties, in accordance with national and local planning policy (QD27).

**Design and appearance of the buildings and their impact on the immediate and wider townscape, including impact on conservation areas and listed buildings in the vicinity, and impact on distant views**

National policy and Local Plan Policy (QD1) require all new buildings to demonstrate a high standard of design and to make a positive contribution to the visual quality of the environment. The supporting text of policy QD1 welcomes a modern approach and the use of contemporary and sustainable materials. Local Plan policy also expects new development to respond positively to the character of its locality and sets out key principles that should be addressed to achieve appropriate forms of development (Policy QD2) and states that proposals should have due regard to their impact on views of strategic importance (policy QD4). The council has a statutory duty when considering development proposals to have special regard to the desirability of preserving the setting of listed buildings and of preserving or enhancing the character or appearance of conservation areas. PPG15 advises that the latter also relates to development on a site outside a conservation area but that would affect its setting or views into or out of the area. These considerations are reinforced through policies HE3 and HE6 of the Local Plan.

The ES contains a landscape and visual analysis and the application is accompanied by illustrative material in the form of plans and elevations, long cross-sections, photomontages and a fly-through computer model. A Design Statement and Landscape Plan have also been submitted. As part of the ES, views of the site and the proposal were assessed from local, intermediate and distant viewpoints. The ES demonstrates that the extent of visibility ranges from less than 1km to the west and approximately 4.5 km to the east.

With regard to impact on distant views, the proposal is considered to have limited impact. The ES demonstrates that the site is difficult to identify from the AONB in the east (eg from near the racecourse) and Falmer Hill. It is not considered that the scheme would compromise the essential rural character or setting of the Sussex downs AONB (policy NC8). The Countryside Agency, whose role is to conserve and enhance the countryside and ensure the quality of the countryside is better for everyone's enjoyment, does not consider that the scheme would have a fundamental effect on the intrinsic character of the

## Area of Outstanding Natural Beauty (or National Park).

The ES states that in local views from the north and Davey Drive in particular, the proposal would have a substantial visual impact. Local views from the west would change very little due to tree screening. The visual impact from local views from the east will be moderate to substantial and the impact from the southeast would be limited due to partial screening by trees adjacent to the Roundhill Conservation Area and Centenary Industrial Estate. The council's Design and Conservation Manager confirms that the proposal would not compromise the setting of the nearby Roundhill Conservation Area and listed Jewish Chapel and burial ground given the degree of vertical separation, as the site is set down substantially lower than these and is partly screened by trees. Generally, the roof of the MRF would be below the ground level of land to the west, and from immediate viewpoints of the Preston Park Conservation Area to the west the proposal would have minimal impact. The views into the site from Roundhill are primarily from backs of properties and the street scene is not affected. From Mayo Road and the eastern end of Princes Road the WTS building will be seen but in the context of the metal roofs of the Centurion Industrial Estate in the foreground. The Conservation Advisory Group raised no comments with regard to the proposal.

One of the key aims of SPHBH17 is to secure 'well designed modern waste management facilities' and 'substantial environmental improvements'. It is considered that the proposal delivers this. It is acknowledged that the proposal involves large buildings on a relatively open site, however, on balance, the council's Design and Conservation Manager considers that the proposal would have an acceptable impact on the character and appearance of the area. This is on the basis that there is sufficient on and off site landscaping and added visual interest on the prominent load-out bays. The buildings are the minimum height required for such facilities and it should be recognised that the Local Plan allocations and the SPG identify the site for such facilities in principle. The proposed design is modern, with curved roofs, and is considered to be of sufficient quality and is a very specific response to the site constraints and makes effective use of the site. The Design Statement submitted has provided a sound rationale for the development approach taken. The buildings were designed as 3 separate buildings, rather than one large building, to reduce the mass and bulk, and curved corners and transparent strip panels are used for this effect also. In accordance with SPGBH17, the development makes effective use of the difference in levels in the site, which helps limit the impact of the buildings. The buildings step down in height with the site. In terms of materials, the building would



be metal clad, which are considered to have neutral affect in this semi-industrial setting. It will be important to ensure the materials have a non-shiny finish to ensure their neutral impact, and the precise materials will be agreed by condition. Details of boundary treatment will be agreed by condition, and it is considered that 2.4 metre high security fencing and close boarded acoustic fencing would not be inappropriate in principle in this industrial location.

The Architects Panel's comments with regard to the green roof appearing 'awkward' in relation to the curved roofs of the main buildings and request for more green roofs is noted. It is agreed that this relationship is not ideal and from a sustainable point of view additional green roofs would be welcomed. The green roof does, however, provide a visual and functional ecological link to the wooded bank adjacent to it and is in the corner of the site and thus has limited visual impact in the context of the whole scheme. The council's Design and Conservation Manager considers that, from a visual amenity point of view, there would be little to be gained from green roofs over all the buildings, and greater visual benefit would be gained through the incorporation of green walls on the dominant loading bays to tie this element into the main development and to provide visual interest. On this basis, therefore, it was considered that a refusal of planning permission could not be justified.

The SPG states that ideally the flint wall should be repaired and extended as part of any new development and this does form part of the proposal, which is considered a substantial benefit. The off-site tree planting along Upper Hollingdean Road and adjacent to Davey Drive, where the proposal will have most visual impact, is welcomed and considered necessary to help 'soften' the appearance of the site, as well as to enhance biodiversity. The lack of opportunity for planting along Hollingdean Lane is regrettable, however, it is appreciated that the existing width of the road and site area limits this and the provision of new planting along the new access road into the site is welcomed. In order to provide visual interest to the prominent load-out bays on the WTS and MRF as requested by the council's Conservation and Design Manager, green walls and artistic walls of recycled materials are to be secured by conditions. The former will also enhance the biodiversity of the site, and the latter will also partly address the demand for public art (Local Plan Policy QD6) and help develop a desirable sense of place and be educational. A financial contribution of £10,000 towards a series of workshops with school children or piece of public art is also recommended to meet the demand created by the development.

### **Accessibility**

In accordance with Local Plan objectives which seek developments to be inclusive, the scheme incorporates measures to ensure it is accessible. The council's Access Officer originally raised some concern regarding the internal layout of the visitor/office building, and amended plans have been submitted to satisfactorily address this. The building would contain a lift and would be fully accessible to staff and members of the visiting public. Two disabled car parking spaces have been included within the parking area which is welcomed in accordance with local plan policy. Incorporation of the disabled spaces consequently reduces the total number of spaces from 24 to 23, and this is considered acceptable.

### **Sustainability**

Central Government guidance and Local Plan Policy (SU2) encourage developments to be sustainable, and sustainability underpins the planning process (PPS1). Applications should include information to demonstrate that this has been satisfactorily considered. Due regard must be had to the council's Sustainability Checklist (SPGBH21), which lists specific topics and areas that should be addressed, and SPGBH16: Energy Efficiency and Renewable Energy.

The council's Sustainability team considers that the developer has satisfactorily taken into account sustainability considerations, in accordance with planning policy, provided measures are secured by condition. In particular the commitment to 'excellent' BREEAM ratings and reduction in carbon emissions and incorporation of renewables is welcomed. The developer has committed to a substantial range of measures with regard to sustainability, and the following shall be secured by condition:

- submission and implementation of a BREEAM report that will ensure the WTS, MRF and visitor/office building achieve an 'Excellent' rating before commencement of development;
- submission of details of materials used in the development to ensure they rate highly in the BRE Green Guide to Specification;
- use of rain water harvesting for irrigation and wheel washing;
- use of photovoltaic cells for external site/signage lighting;
- use of a micro wind turbine for external site/signage lighting;
- water consumption reduction measures;
- submission and implementation of a Site Waste Management Plan (SWMP);
- Implementation of the measures contained in the Energy Survey which predicts a 40% reduction in carbon dioxide emissions against average energy use of a light industrial unit;
- use of sustainable drainage systems where it is possible;
- implementation of satisfactory refuse and recycling facilities.

### **Ecological protection and enhancement and landscaping**

National policy and Local Plan Policies (QD17, QD18) seek to protect and integrate nature conservation features within development schemes outside designated nature conservation sites. In this context, the ES includes an assessment of the natural heritage of the site and desk top and field surveys have been carried out. The council's Ecologist does not dispute the methodology used, or its findings that the ecological value of the existing site is low. The ES identified a small possibility that bats may be present in ivy covered trees. A specific bat survey was therefore requested and this concludes that there are no signs of existing bats using the trees or buildings on the site. The survey recommends that any ivy-covered trees are felled in a specialist way to ensure they do not crash to the ground just in case bats do appear and this is conditioned, and an appropriate informative recommended. English Nature (now Natural England) do not raise an objection to the development.

The applicant has committed to providing 10 bat and 10 bird nest boxes in the site and 1 peregrine box on either Dudney Lodge or Nettleton Court. This level of provision is considered appropriate and would mitigate against any potential loss of habitat as a result of loss of a number of trees and would enhance bat nesting provision. The proposed green roof over part of the MRF would also enhance the biodiversity of the site. Notwithstanding these measures, and the fact that the ecological value of the existing site is low, the council's Ecologist considered that more should be done to ensure the proposal represents a genuine enhancement of biodiversity – as required by national and local planning policies. As a result the applicant has agreed to incorporate 'green' climbing walls of plants on the buildings and contribute to enhancement of the 'Greenway' which runs along Upper Hollingdean Road through provision of substantial tree planting. The site is surrounded by Greenways, as defined in the Local Plan (QD19) which are 'green' areas linking urban areas. The Local Plan recognises the important role they play in linking nature conservation areas. The greenway to the south of the site is on railway land and not in control of the applicant. The package of measures secured are considered to satisfactorily address the Ecologist's initial concerns and he confirms he no longer objects to the scheme.

The council's Arboriculturalist considers that the landscaping scheme submitted with the application is acceptable. It includes removal of some trees and new tree planting. Important trees are to be retained, including much of the dense bank along the western boundary of the site, adjacent to Hollingdean Lane. It is acknowledged that the

application proposal on this site gives limited opportunity for incorporating soft landscaping, which is regrettable. It is considered, however, that inclusion of 'green walls' on the building and tree planting along the new access road and off-site and grass-crete car parking area with associated landscaping, will compensate for this. The provision of a new group of trees between Davey Drive and the stonemasons yard is welcomed, and it is considered necessary to help 'soften' the appearance of the site and help green the area generally.

These measures would help towards achieving 'substantial environmental improvements', one of the key objectives of SPGBH17.

### **Other considerations**

#### ***Archaeology***

Central Government guidance and Local Plan policies seek to ensure that the impact of development on features of potential archaeological importance have been considered as part of development proposals. Due regard has been had to these policies and an assessment of the archaeological potential of the application has been included within the Environmental Statement. It concludes that it is very unlikely that archaeology features exist, and this view is confirmed by the County Archaeologist, who comments that the site has been severely disturbed by 19<sup>th</sup> century quarrying and therefore does not have any further recommendations to make.

#### ***Groundwater and contamination considerations***

The site is located over an Inner Zone (zone 1) Groundwater Source Protection Zone (GSPZ) and therefore the sensitivity of the groundwater to any form of contamination is regarded as high. The impact of any development therefore needs to be carefully considered in this regard in accordance with national and local policies (SU3, SU4, SU11). The ES contains an assessment of the potential contamination and hydrological conditions at the site. The ES concludes that many of the groundwater impacts associated with the development are likely to be of little or no significance due to the depth of the groundwater and the lack of any surface water features within the scheme. The Environment Agency do not raise any objections to the scheme provided that appropriate conditions are imposed to prevent pollution of the water environment. The Environment Agency require the site to have an impervious hardstanding to mitigate against potential impacts resulting from the operations of the facility. This sealed surface could give rise to a potential increase in surface run-off and surface water drainage will be designed to accommodate this, secured by condition. A sealed

drainage system will ensure that surface run-off does not give rise to the leaching of contaminants. It is recommended by condition that Sustainable Drainage Solutions (SUDs) be incorporated within the scheme where possible eg in grass-crete parking area. This accords with the provisions of SPGBH17.

The site is not identified on the council's Contaminated Land Register, however, given its previous uses as an abattoir and industrial site, the site has the potential for contaminants and trial pits have indicated this. The tests for anthrax were negative. The ES contains a soil contamination assessment report and the council's Environmental Health team have considered the report in the ES and are satisfied with its methodology. They advise that, provided the mitigations measures are implemented, the level of risk will be reduced to an acceptable level. The mitigation measures, including identification and remediation of any contamination, are to be secured by condition.

### ***Regeneration and the economy***

The proposal will regenerate the site and provide employment opportunities. The site is currently a vacant industrial site, and it is rather unsightly at present, and its re-use is welcome. Regional planning guidance recognises that the South East does not enjoy a uniformly prosperous economy and that areas of deprivation exist. It identifies Priority Areas for Economic Regeneration (PAERs) which include the Sussex Coastal Towns (including Brighton and Hove) and policies seek to enhance their economies. The application scheme is considered to help meet this objective, and that of the Local Plan, and is welcomed. The principle of the development is supported by the council's Economic Development Team and the South East England Development Agency (SEEDA), who support improvements to the infrastructure of the region. The proposal will provide opportunities for jobs, during construction, and within the waste facility (up to 30). The applicant has made a commitment to a construction training programme, which will be secured through the Section 106 process, to ensure provision of training opportunities for local people.

### ***Crime prevention***

In accordance with national planning policy and local plan policy (QD7), crime prevention has been considered when designing the scheme. The Sussex Police Crime Prevention Design Adviser raises no objection to the scheme, provided certain crime prevention measures are implemented. He agrees that the proposed boundary fence is fit for purpose. To ensure appropriate crime prevention measures are implemented, it is recommended by condition that evidence be

submitted to demonstrate that the development complies with the police initiative 'Secure by Design' and the measures advised in the Sussex Police letter. It should also be noted that the Environment Agency Waste Management Licence requires implementation of security measures such as a boundary fencing of a certain height, external lighting and use of CCTV.

**Compliance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999**

The submission is considered to meet the requirements of the EIA Regulations.

In accordance with the Regulations the council gave a scoping opinion with regard to the development prior to the formal submission of the planning application. The application is considered to have satisfactorily considered the topics raised within the scoping opinion.

In accordance with the Regulations, the Environmental Statement contains a thorough description of the development, an outline of alternatives considered, including consideration of phasing, and a description of the aspects of the environment likely to be significantly affected, including population, flora, fauna, soil, water, air, climatic factors, architectural and archaeological heritage and landscape and interrelationship between them. The ES provides details of the type and quantity of expected residues and emissions (water, air, soil, pollution, noise, vibration, light, heat). The ES describes the likely significant effects of the development on the environment (both short-term and long-term), and the methods used to assess the effects, and includes the relevant data. The ES describes the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment. A non-technical summary has been submitted.

The ES submitted is considered to be a 'self-contained' document and is considered to be robust. All statutory consultations have been carried out in accordance with the Regulations.

**9 CONCLUSION**

For the reasons considered within this report, it is considered that the proposal should be granted planning permission. The principle of waste transfer stations and materials recovery facilities are supported by national and regional planning policy and sustainability principles underpin this policy. The site allocation for waste uses in the adopted Local Plan and Waste Local Plan and adopted SPG give significant weight to the principle of locating the development in Hollingdean.

Following a comprehensive assessment, there are considered to be no other suitable available sites within the city to accommodate the proposal. The strength of local objection to this scheme, particularly with regard to traffic, pollution, noise and impact to amenity, is acknowledged and understood. On the basis of the evidence put forward in the application and Environmental Statement, however, there are insufficient grounds to refuse the application.

It is acknowledged that in principle a waste facility has the potential for harmful effects, and therefore significant mitigation measures shall be secured by condition and section 106. The evidence contained within the Environmental Statement has been thoroughly assessed by statutory consultees both within, and external to, the council and the key experts have considered the proposal will have an acceptable environmental impact. The Traffic Manager raises no objection to the proposal on traffic generation or highway safety grounds. It is considered that traffic generation created by the development would not be significant and the facility would lead to a reduction of some current traffic movements made by City Clean vehicles. The safety of users of the road network and railway bridge would not be compromised. The Environmental Health team are satisfied that adequate noise, dust and odour controls can be put in place to ensure the development does not adversely affect residential amenity. The Health Protection Agency do not consider the proposal to pose a serious public health risk. The council's Conservation and Design Manager considers the impact of the proposal on the character and appearance of the locality to be acceptable, including the impact to conservation areas and listed buildings. The scheme would be sustainable and the buildings would meet 'excellent' BREEAM ratings and renewables have been incorporated into the scheme. The proposal would enhance the biodiversity of the site and the Greenway along Upper Hollingdean Road would be significantly enhanced.

The facilities proposed are considered to be of vital importance to the city and the strategic management of waste. The consequences if the MRF/WTS facility is not built are that waste management would be significantly less sustainable. With landfill predicted to be at capacity at Beddingham and Pebsham in 2008, the council would need to secure short term waste transfer options and the Environment Agency, whilst a long term arrangement is put in place. If short term options could not be agreed, road collection vehicles would have to travel longer distances to available landfill sites or, for example, to incineration. This would involve more traffic movements than with a WTS. In addition, without a MRF the council would be restricted in its

ability to increase recycling targets (the government is currently consulting on 40% and the council is currently meeting approximately 24%), which would be to the detriment of the environment.

## **10 REASONS FOR RECOMMENDATION TO GRANT PERMISSION**

The proposal would meet the need for waste facilities and the need to increase recycling. The proposal satisfactorily assesses alternative sites and represents the Best Practical Environmental Option. The development would make effective and efficient use of land and would be sustainable. The proposal incorporates sustainable building practices and renewable energy generating measures. The development would meet the demand for travel it creates and would not lead to significant traffic generation and would not compromise highway safety. The proposal would maintain and enhance sustainable modes of transport. The proposal would not cause an adverse environmental impact to the amenity of nearby residents or the amenity of the locality in general. The proposal would not pollute groundwater and would satisfactorily address surface run-off and drainage. The proposal would have an acceptable visual impact on the character and appearance of the locality and would not adversely affect the setting of nearby Conservation Areas or listed buildings. The proposal would provide jobs and local training. The development would meet the needs of disabled people. The proposal includes an education/visitor centre. The proposal would not adversely affect ecology and would enhance bio-diversity. The proposal incorporates sufficient landscaping measures. The proposal would incorporate crime prevention measures. The proposal would incorporate public art. The Environmental Statement submitted with the application is robust and complies with Environmental Impact Regulations.

## **11 EQUALITIES IMPLICATIONS**

The proposed visitor/office building would be fully accessible to staff and visitors. Lift access is proposed in the proposed building. Two on-site disabled car parking spaces are proposed.



**APPENDICES**  
**PLANNING HISTORY**  
**ADDRESSES OF LETTERS OF REPRESENTATION**  
**SUMMARY OF SPGBH17:Hollingdean Depot/Abattoir**  
**DRAFT HEADS OF TERMS FOR SECTION 106**  
**MP LETTER**  
**COUNCILLOR LETTERS**  
**SITE PLANS: Existing and proposed**

## PLANNING HISTORY

The application site consists of three main parts: the former abattoir, the depot and part of the meat market, which together form the planning application site boundary. There is another application for a similar development covering the entire site which is still a current application (shown below). Otherwise, the full site history for each part of the site area is outlined below.

**BH2005/00304/FP** Construction of Materials Recovery Facility building, Waste Transfer Station building, visitor centre/office building and ancillary infrastructure including gatehouse building and weighbridge. Highways alterations including blocking up of Hollingdean Lane access and creation of new access off Upper Hollingdean Road. Under consideration.

### **Lorry Park (part of former abattoir also known as 'Hollingdean Depot')**

**8/77/457/48/727** Alterations to canteen and proposed changing and ablution rooms. Granted 9/12/48

[Corporation Developments] Access Road. Approved 16/7/57

[Corporation Developments] Erection of canteen, changing and mess rooms on roof of chill room. Approved 13/1/59

[Corporation Developments] Erection of overhead pig rail and enclosure. Approved 13/10/59

[Corporation Developments] Administration offices. Deferred [N.B. No decision recorded].

**77148.61** Meat depots and selling point. [N.B. No decision recorded].

[Corporation Developments] Erection of building for use in connection with storing and selling meat. Approved 17/4/62

[Corporation Developments] Residential engineering house. Approved 12/12/67

**15.58.36** Renovation of existing cattle lairs to form gut processing shop with stoves. Approved 14/1/58

**15.57.868** Outline application for the erection of meat depot, garages and offices. Approved 22/4/58

**15.58.470** Erection of building for meat storage. Approved 3/6/58

**15.58.663** Erection of meat depot with garage and offices. Approved 15/7/58

**14.57.907** Extension of storage building. Approved 15/7/58

**15.58.1268** Erection of new depot for sale of meat with offices and welfare facilities. Approved 30/9/58

**16.59.1303** Use for storage and marketing of meat (renewal of consent).  
Granted 28/7/59

**17.60.851** Erection of new depot for sale of meat. Granted 31/5/60

**18.61.1282** Conversion of lairs to form works area for preparation of feet and tripe etc. Granted 11/7/61

**8/62/367.48/642** Extension to gut cleaning hut. Approved 23/11/48

**9.196.1173.50/430** Proposed hide stores, offices and lavatories. Approved  
20/6/50

**12.128.772.54/1224** Change of use from processing hides of slaughtered animals to storage and marketing of fresh and imported meat and offals.  
Approved for temporary period of 5 years 23/11/54

**14.57.868** Outline application for the erection of meat depot, garages and offices. Deferred 30/7/57. [N.B. No decision recorded]

**14.57.907** Erection of a storage building for use in connection with trade of tripe dresser. Approved 30/7/57

**63.646** Change of use from tripe storage to tripe dressing and fat melting.  
Granted 23/4/63

**63.647** Change of use from hide market to tripe storage and packing.  
Granted 23/4/63

**63.1786** Alterations to tripe store. Granted 15/10/63

**67.1066** Alterations to existing industrial building. Granted 13/6/67

**72.3575** Extension to form covered link-way between buildings. Granted  
21/11/72

**BN74.1861** Alterations and extensions to existing offices. Granted 26/11/74

**BN/79/1841** Part use of ex-abattoir for boning and vacuum parking mean production of beef burgers and protein recovery from crushed bones. Granted 14/8/1979

**BN/79/3266** Alterations and extensions to part of abattoir for use of boning and packing meat. Granted 10/1/1980

**BN/79/3482** Installation of portable office unit on existing car park site. Granted 18/03/1980 for temporary 2 year period.

**BN/80/1130/OA** New slaughter hall and lairage. Granted 18/8/80

**BN/81/138** (Cleansing Centre) Change of use of west side of cleaning centre to offices. Granted 5/03/1981

**BN/82/417** Modification of design of roof slope over material store and bone room (variation to BN79/3266) Granted 9/6/82

**BN/84/170/F** Change of use of site from abattoir Class IX to light industrial Class III. Granted 5/4/84

**BN/87/319/F** (Cleansing Centre) Change of part of building from cleansing centre to accommodation for drug detoxification research project. Granted 14/04/1987

**87/398/F/CD** Demolition of buildings and change of use from abattoir to exhibition vehicle point and police pound. Granted 6/5/87

**88/1728/F** Change of use from car parking to car parking and storage of building materials. Granted 1/11/88

**91/0185/EU** Use of land as operational depot, waste transfer station, storage of materials and vehicles, vehicle maintenance. Withdrawn 28/01/1992

**97/0193/FP** Temporary change of use to car auction with ancillary parking, erection of an associated temporary building and provision of access for exiting vehicles onto Upper Hollingdean Road. Approved with conditions 20/05/1997

**97/0197/AD** Installation of board sign on new car auction building. Approved with conditions 20/05/1997

**BH1998/01817/FP** Erection of 20m radio tower with aerials and microwave dishes, installation of equipment cabin and security fencing. Refused 20/01/1999

**BH1999/00653/TA** Erection of 15 metre monopole and aerial, equipment cabin and fencing enclosure. Approved 15/04/1999

**BH1999/02182/FP** Use of land for car sales, car repairs and washing of cars. Refused 09/11/1999

**Former abattoir (also known as 'Ash Court')**

**BN/79/1841** (Unit B) Part use of abattoir for boning and packing meat, production of beef burgers and protein recovery. Granted 3/9/79

**BN/79/3266** (Unit B) Alterations and extensions to part of abattoir for use of boning and packing meat. Granted 10/1/80

**BN/79/3482** (Unit B) Installation of portable office unit on existing car park site. Granted 18/3/80

**BN/80/1130/OA** (Unit B) Outline application for new slaughter hall and lairage. Granted 18/8/80

**BN/80/1546** (Unit F) Construction of new car park on existing waste land for use by abattoir. Granted 26/8/80

**BN/81/132** (Units G & H) Alterations and extensions to existing factory. Granted 19/3/81

**BN/82/379** (Units G & H) Alterations to provide new by-production reception area and new toilet. Granted 19/5/82

**BN/85/518/F** (Units G & H) Proposed extensions, internal alterations and erection of boiler house. Granted 7/7/85

**BN/81/1451** (Unit D) Internal alterations to existing meat depot to enlarge ancillary offices. Granted 8/12/81

**BN/82/370** (Unit D) Alterations to form new entrance to existing factory. Granted 18/5/82

**BN/85/1199/F** (Unit F) Single storey extension at south to form new lairage. Granted 15/10/85

**BN87/0564/F** (Unit E) Single storey extension on south side. Granted 6/5/87

**BN/87/1761/F** (Unit D) Proposed infill of open fronted loading bay with two roller shutter doors. Awnings over four windows too office selling point. Granted 1/12/87

**BN/82/417** (Unit B) Modification of design of roof slope over materials store and bone room (variation to BN79/3266). Granted 9/6/82

**BN/84/170/F** (Unit B) Change of use of site from abattoir Class IX to light industrial Class III. Granted 5/4/84

**BN/87/1828/F** (Unit B & C) Change of use of former meat plant and part former abattoir to preparation and packing of meat and ancillary meat products and associated offices. Granted 1/12/87

**BH2000/01075/FP** (Unit E) Side extension to form bus depot/workshop. Approved 12/06/2000

### **Wholesale Meat Market**

**64.2206** Wholesale meat market. Approved 20/10/64

**64.2639** Wholesale meat market. Approved 15/12/64

**73.2490** (Unit 8) Extension of preparation room and cold store. Granted 25/9/73

**75.1599** (Unit 8) Extension of ground floor to preparation room, display area and cold store. Variation to 73.2490 Granted 2/9/75

**93/0481/FP** (Unit 8) Construction of side extension for meat processing. Approved with conditions 29/06/1993

**94/0881/FP** Siting of converted coach for the sale of hot and cold food and drinks in car park. (Retrospective) Approved with conditions 18/10/1994

Given the nature of the site and the development proposed, it is also considered pertinent for the history of the adjacent Corporation Depot site to be outlined.

### **Corporation Depot**

**68.1033** Improved washing, toilet and mess room facilities of old refuse destructor building into mess room. Approved 19/9/67

**71.291CD** Boiler Room. Approved 8/3/71

**71.1958CD** Enclosure of car park and alterations to refuse stores. Approved 25/5/71

**BN77.1171CD** Erection of new boiler house with gas meter enclosure. Granted 5/7/77

## ADDRESSES OF LETTERS OF REPRESENTATION

### LETTERS OF OBJECTION (Neighbouring residents)

NUMBER OF RESIDENCE	RESIDENCE
5	Adams Close
33	Adelaide Crescent
7	Aldrich Close
19	Alfriston Close
10	Ann Street
4	Ashdown Road
3 (x2), 10, 26 (2 letters), 36, 37, 40, 41 (x2, 2 letters), 48, 55, 56, 59	Ashford Road
40	Ashton Drive
22 'Courtlands'	Ashton Rise
28	Argyle Road
88	Baden Road
166 (3 letters), 198	Balfour Road
23 (2 letters)	Barcoombe Road
17, 23, 29, 31, 32, 35 (5 letters), 37, 39, 41, 43 (3 letters), 51, 57, 61, 64, 69 (2 letters), 73, 78, 81, 82 (2 letters), 89, 93, 97, 99, 100 (2 letters), 110	Barnett Road
46	Barrhill Avenue
17, 86, 39	Bates Road
16	Baxter Street
'Pineglade'	Bazehill Road
24, 25, 31	Beaconsfield Road
23, 23a (2 letters), 31, 32 (3 letters), 50, 63, 87, 108, 116, 126 (2 letters), 134,	Beaconsfield Villas
12	Bear Road
2a	Beechwood Avenue
'The Annexe'	Belmont Street
21 (x4, 2 letters), 23a (2 letters), 29 (3 letters)	Belton Road



12, 32, 41	Birch Grove Crescent
73, 91	Birdham Road
5	Blaker Street
3 (Flat 1)	Bonchurch Road
25	Bramble Way
11, 39, 53 (2 letters)	Brentwood Crescent
Flat 17 (Framboze Court), 21, 70, 71, 85, 111	Brentwood Road
Challcote	Brighton Road
8 ('The Laurels'), 9 ('Hazelbank')	Bromley Road
20B	Brunswick Square
23	Buckingham Place
17	Buckingham Road
10	Buckingham Street
1 Mimosa Court (2 letters)	Burstead Close
1 (Byron Terrace)	Byron Street
29	Caledonian Road
4	Calvert Road
19	Camber Close
11	Camelford Street
5	Canfield Close
55	Canning Street
11, 17 'The Pines' (x2), 25	Canterbury Drive
132	Carden Avenue
30, 168, 168	Carden Hill
8	Carisbrooke Road
2	Challoners Close
24	Chailey Avenue
24	Charlotte Street
2	Chattoners Close

3, 5 (2 letters), 6 (x2), 10, 11, 12, 13 (x2, 2 letters), 16, 17, 18, 21, 22, 24, 29, 38, 39, 41, 43, 44, 45, 46, 49 (2 letters), 55, 56, 60, 63 (2 letters), 64, 66, 67, 68, 69, 70, 72 (5 letters, (x2)), 77 (3 letters), 79, 80, 84 (3 letters), 89, 91 (4 letters), 93, 97 (2 letters), 105, 107, 129 (2 letters)	Chester Terrace
22	Cheltenham Place
17d (2 letters)	Clermont Terrace
1, 3, 5, 6, 7, 8, 9, 10, 11, 12 (x2), 13, 14 (2 letters), 15 (3 letters), 17, 19, 20, 21, 22, 24 (2 letters), 25, 28 (2 letters), 29, 30, 31 (2 letters), 32, 33, 34, 37, 41, 43 (2 letters), 51, 53, 56, 57, 58	Cleveland Road
29	Clifton Terrace
44, 49, 53, 54	Clyde Road
16	Coldean Lane
110	Coombe Road
135a	Comptons Lane
No number given	Coventry Street
249	Cowley Drive
19	Craven Road
119	Crescent Drive
1a, 2a (2 letters), 3 (2 letters), 5, 7, 8, 9, 17, 29, 33, 35, 37 (x2), 37c, 47 (x2, 2 letters), 53 (x2, 2 letters), 64, 66	Crescent Road
18, 57	Crespin Way
12 (Flat 3), 57 (Flat 4)	Cromwell Road
54	Cubden Road
145	Cuckmere Way
4 (x2)	D'Aubigny Road
2	Darcey Drive
4, 8, 16, 30, 43, 55 (2 letters), 67, 72, 82	Davey Drive
7 (Flat 4), 10, 17 (Flat 4)	Denmark Terrace
34	Denton Drive
40 (Ground Floor Flat)	Devonshire Place
7, 13	Ditchling Crescent

7, 13, 17, 25 (6a Beaconsfield Studios), 53 (x2), 58, 74, 90a, 105a, 108 (Garden Flat), 135b (2 letters), 151 (Garden Flat), 163 (Ground Floor Flat)	Ditchling Rise
1(x2), 11, 15, 72, 78, 80, 84a (x2), 86, 86a (2 letters), 99, 110, 117a, 124 (Flat 2, Princes Gate), 129a, 140 (Ground Floor flat), 141, 142, 143a (2 letters), 143c, 148 (Ground Floor Flat & Upper Flat)), 157, 159 (4 letters), 161, 163, 167, 168, 171, 173 (2 letters), 175 (2 letters), 177 (x3, 3 letters), 178a, 180, 180a (2 letters), 182, 184 (7 letters), 188, 189 (2 letters), 190, 195 (2 letters), 197, 199 (x2, 3 letters), 200, 201 (2 letters), 202 (2 letters) 204, 210, 212, 213b, 215, 216, 217, 222e, 240, 242 244, 254a, 259, 261, 262, 266, 229, 239, 242, 248, 258 (Ground Floor Flat), 264, 266 (Ground Floor Flat), 276, 280 (2 letters), 283, 284, 285 (x2), 289, 291, 310, 316, 320 (2 letters), 323, 325 (2 letters), 332 (x2), 334, 341, 364 (4 letters), 368, 380, 401 (2 letters) 412, 435 (2 letters)	Ditchling Road
139	Donald Hall Road
2, 26, 42	Dover Road
36	Downland Road
14	Draxmont Way
12, 13, 14 (2 letters) 18, 21, 28, 42, 45 (x2), 67 (x2), 68, 77, 78, 82	Dudley Road
39	Dursley Road
277	Dyke Road
29, 44	Dyke Road Drive
8 'Langhunt'	Eastern Road
1 (2 letters), 3 (2 letters), 4, 6, 7 (2 letters), 8, 14, 15, 19, 22 (2 letters), 29 (x2, 2 letters), 31, 32 (2 letters), 34 (x2), 37 (x2), 38, 42, 47, 53 (x2), 60 (2 letters), 62, 66, 68, 69 (x2, 2 letters), 74 (2 letters), 80 (3 letters), 81, 83, 85, 86, 92, 107(x2)	Edburton Avenue
14	Edgehill Way
7	Egginton Road
184 (2 letters), No number given	Elm Grove
64	Elwyn Jones Court
37, 81	Ewhurst Road

14	Exeter Street
3	Fairlight Place
7	Fairview Rise
'Woodside', No number given	Falmer Road
22	Ferndale Road
9	Finsbury Road
77	Fitch Drive
14	Fitzherbert Drive
2 (Flat 3), 3 (Flat 3, 3 letters), 4 (Flat 1), 5 (2 letters), 8a, 10, 12 (Flat 1), 13, 15, 16 (Flat 1 & Flat 2, (x2)) 17, 19, 20 (2 letters), 21, 22 (Flat 3), 23, 25, 29, 30 (Flat 2, (x2)), 31, 32 (x2), 33, 34 ((x2, 3 letters), 36, 37, 39, 40, 42, 48a (2 letters), 54, 56, 57 (2 letters), 63 (2 letters), 67, 68, 69 (4 letters), 70, 71 (3 letters), 73 (2 letters), 75 (2 letters), 77, 79 (x2, 3 letters)	Florence Road
3	Forest Road
35	Franklin Road
15	Frederick Gardens
121	Freshfield Road
32	Freshfield Street
49, 51	Friar Crescent
34	Friar Road
32	Gardner Street
14 (4 letters)	Gerard Street
36	Ghyllside
19, 25 (Flat b), 33	Gladstone Place
18a	Gladstone Terrace
16	Gloucester Street
2	Glovers Yard
75	Godwin Road
10	Goldstone Road

3, 12 (Top Flat)	Goldsmid Road
26, 30 (2 letters), 42 (2 letters)	Golf Drive
5, 24, 33, 37, 61, 67	Gordon Road
11 (Flat 4)	Grand Avenue
47	Grange Close
1, 2, 13, 20, 27 (x3), 28, 30, 40, 51 (2 letters), 52	Grantham Road
2	Great College Street
14d	Guildford Road
27	Hamilton Road
35, 45	Hampstead Road
95	Hangleton Way
85	Hanover Terrace
2, 4, 6, 11, 14, 15, 22, 23, 29, 32, 34, 36, 39, 45	Harrington Place
7a, 56 (2 letters)	Harrington Road
21	Harrington Villas
14	Hartington Place
73, 101	Hartington Road
15,15a, 16a (2 letters), 21, 25, 60 (Ground floor flat), 69, 70 (2 letters), 86, 87 (2 letters), 89, 92, 119, 119a, 120 (2 letters), 121-123, 127, 131, 142, 151 (3 letters), 163, 168, 183, 189, 191	Havelock Road
74,	Hawkhurst Road
9, 13, 20	Herbert Road
1a (2 letters), 1b, 1c, 9 (x6, 5 letters), 10, 11, 12 (2 letters), 19, 20 (4 letters), 23, 24, 25, 28, 29, 31, 32 (x2), 33, 34, 35, 36, 39, 43, 44, 45, 46 (2 letters), 47 (2 letters), 48, 55, 57, 60, 66, 71, 73, 74, 79	Hertford Road
44	Highcroft Villas
50	Highdown Road
14	Highview Avenue
13	Highview Road
44	Hill Drive

111	Hodshrove Road
54	Hogarth Road
122	Holland Road
2, 5, 5a, 18	Hollingbury Crescent
16, 17, 23, 33 (3 letters), 34 (3 letters), 36, 54, 60, 68 (3 letters), 74, 84, 86 (2 letters), 87, 92 (2 letters), 96, 108 (x2), 110 (x2), 130c, 144	Hollingbury Park Avenue
1, 2a, 3, 16a, 19 (2 letters), 41 (3 letters)	Hollingbury Place
8, 12, 13 (4 letters), 14, 16, 19, 20, 22 (2 letters), 31, 35, 36, 37 (2 letters), 46 (15 letters), 48, 59, 61, 67, 69 (2 letters), 75 (2 letters), 77, 81, 83	Hollingbury Rise
4 (x2), 5, 9 (x2), 10 (2 letters), 12a, 14, 16, 17 (2 letters), 18 (x2), 18a, 19, 20, 24a, 25 (2 letters), 26 (x2) 27 (2 letters), 30, 31 (3 letters), 33 (x2, 2 letters), 34, 36 (2 letters), 38, 40, 41 (Ground Floor Flat (x2, 2 letters), 43 (2 letters), 47, 51, 52 (2 letters), 55a, 56a (8 letters), 58 (2 letters), 60 (x2, 2 letters) 64 (2 letters), 68, 68a, 72 (2 letters), 74, 76a (x2), 77 (2 letters), 79, 81 (3 letters), 83, 84, 88(x2), 90, 101 (x2), 127, 130 (2 letters), 132 (3 letters), 136, 138, 142	Hollingbury Road
2, 7	Hollingbury Terrace
2 'May Cottages,' 31, 143	Hollingdean Road
9, 10, 12 (2 letters), 14, 18A, 20 (2 letters), 22 (2 letters), 24, 26, 27, 31, 33 (6 letters), 34, 35 (3 letters), 37, 41, 43, 44, 47, 50, 51 (2 letters), 52 (First Floor Flat), 55 (2 letters), 56 (2 letters), 57, 65, 66 (2 letters), 71, 72, 73 (2 letters), 76, 78 (2 letters), 79 (x2), 84, 85 (6 letters), 86, 87, 94 (2 letters), 95, 96, 98, 100, 101 (2 letters), 102, 107, 108, 110 (2 letters), 113 (2 letters), 114, 116, 117, 119, 121a, 123, 124 (3 letters), 128, 130, 133, 142a (2 letters), 143, 144, 147 (3 letters), 150, 153, 155, 156, 157, 159, 162, 162A, 166a, 167, 168, 168a, 171, 173, 177, 181, 182 (2 letters), 184, 186, 188, 190, 192, 197	Hollingdean Terrace
24	Hornby Road
31	Hortford Road
7, 20, 44, 65, 105	Horton Road
19	Hove Park Road

38	Howey Croft
50	Huchdown Road, Hove
61, 71, 86, 90, 96, 97, 101, 102, 105 (2 letters), 100, 101, 102, 105 (3 letters), 107, 109, 112, 114, 118, 128 (2 letters)	Hythe Road
16c, 46a	Inwood Crescent
9, 43,	Isfield Road
101	Islingword Road
1	Ivy Place
19	Jersey Street
12	Jevington Drive
41	Kensington Place
2, No number given	Kensington Street
8 (3 letters), 9, 12, 13, 15, 16, 17	Kingsbury Road
44, 72 (x2)	Ladysmith Road
27	Lambourne Road
33, 34, 39, 84	Larkfield Way
30, 37 ('The Highway'), 70, No Number Given	Lewes Road
13	Livingstone Road
40	Lockwood Crescent
2, 22, 26, 27, 85, 149 (2 letters)	Loder Road
31, 42	Lorna Road
29 (2 letters), 40, 43, 56, 70 (x2), 97, 103, 109, 119	Lowther Road
1	Lucerne Road
66, 68, 84, 113, 117	Lynchet Close
13, 31	Lynton Street
197	Mackie Avenue
40	Mafeking Road
21 Lions Court	Manor Gardens
2	Manton Road
3, 109 (2 Rufford Court),	Marine Parade

15	Mayfield Crescent
39	Mayford Square
2, 4, 14	Mayo Road
22 (2 letters), 33 (3 letters), 35 (2 letters),	Merevale
47	Middle Street
61	Millers Road
80 (3 letters)	Mill Street
2a	Millyard Crescent
158	Milner Road
4 (Flat 6)	Montpelier Terrace
8	Mornington Crescent
16 'The Orchards'	Moulscoomb Way
6, 18, 35	Mountfields
13	Natal Road
'Wild Wood'	Nesbitt Road
56	Nevill Road
25, 39, 46 & 51 'Mayflower Square'	New England Street
8	Newhaven Street
11	Newick Road
48, 58, 59	Newmarket Road
18 (2 letters (x2)),	Newport Street
4	Ninfield Place
5, 24a, 44 (2 letters)	Norfolk Square
8	Nuthurst Place
378	Old Shoreham Road
52	Orchid View
7, 9, 24 (2 letters), 30, 37, 39, 40, 62, 87, 115, 116 (2 letters), 126, 162, 170 (3 letters), 181 (2 letters)	Osborne Road
46	Osmond Road
13	Overhill Drive
3, 23	Pankhurst Avenue



13, 36, 52, 74a	Park Crescent Road
30, 45 (Flat 3)	Park Crescent Terrace
31 (2 letters), 71	Park Road
103	Park View
8, 32, 60	Peacock Lane
31	Peel Road
15b, 18a	Pelham Street
18c, 28	Pembroke Crescent
17	Phoenix Rise
51	Pitdown Road
13, 37	Porthall Place
25	Port Hall Street
428	Portland Road
19, 47 (2 letters), 65, 77, 113, 114, 117, 126 (3 letters), 141, 147, 173 (2 letters), 179 (2 letters), 191 (2 letters), 195 (2 letters), 199, 213, 223, 227, 233, 237	Preston Drove
4, Flat 16 (Whistler Court), 21-22, 65 'Greenacres,'	Preston Park Avenue
19 (Shawcross House), 33, 43, 179, 195, 202, 259 (Oakwood Lodge)	Preston Road
26a, 35a (2 letters)	Prestonville Road
3, 5 'The Willows,' 7 (x2), 9, 29 (2 letters), 37, 41 (x2), 53, 55, 67 (2 letters), 75, 77, 81, 81c, 83 (x2), 'Downview', 'The Poplars'	Princes Crescent
1, 2 (3 letters), 3 (x2), 4, 8 (6 letters), 9, 12 (x2), 15, 23 (2 letters), 24, 28 (x2), 30 (x2), 31 (x2), 33, 34, 36 (x2), 37, 41 (x2), 42, 43 (8 letters), 47, 49 (x2), 51 (x3), 53, 57, 59, 64, 74, 76 (2 letters), No number given	Princes Road
2	Princes Terrace
5, 6, 7, 8, 9, 10	Quarry Bank Road
13	Queber Street
30	Queens Park Rise

103	Queen's Park Road
7, 52	Queen's Park Terrace
65	Queensway
4 (2 letters)	Ranelagh Villas
2, 4, 5 (Flat 6), 24 (4 letters), 28 (2 letters), 30, 32 (2 letters), 39, 48, 56, 57, 58 (2 letters), 62, 70 (3 letters), 84, 100, 112, 118 (2 letters), 112	Richmond Road
39, 51 (2 letters)	Riley Road
16/17 (Flat 7)	Robeter Street
2 (3 letters), 4, 9 (2 letters), 12 (2 letters), 15, 16, 19a, 20, 22, 28, 30, 34, 37, 38, 39a, 41, 46 (x2), 48, 49 (2 letters), 55, 56 (2 letters), 57, 63 (2 letters), 74 (3 letters), 75, 76, 84, 88, 94	Roedale Road
4	Romsey Close
8 (2 letters), 13 (3 letters), 14, 16, 27, 70 - 71	Rose Hill Terrace
2a	Romefield Crescent
4	Rotherfield Close
2a, 33, 42, 73	Rotherfield Crescent
8 (3 letters), 14, 21 (Flat 4, 2 letters), 33, 44, 46, 53 (2 letters), 92, 96, 107 (Flat 1)	Round Hill Crescent
16	Round Hill Road
3	Round Hill Street
2a, 51	Rugby Place
2, 3, 6 (Top Flat C), 7, 8 (3 letters), 11 (Ground Floor Flat), 12, 13, 15, 16, 17, 20, 21 (x3), 22, 23 (2 letters), 25, 26, 27, 30, 31, 32, 33, 34, 35, 38, 40, 41, 42 (4 letters), 44 (2 letters), 46 (2 letters), 47, 51 (x3), 52, 55, (x2), 56 (2 letters), 58, 59 (x2, 2 letters), 60, 61 (6 letters), 63 (2 letters), 64 (2 letters), 66, 68 (3 letters), 70, 72 (2 letters), 78 (2 letters), 82 (2 letters), 84 (4 letters), 98	Rugby Road
92a	Rutland Road
38 (Flat 1)	Sackville Road
2, 12, 17, 37 (2 letters), 55, 64, 66, 69, 77, 86, 88	Sandgate Road

18, 103	Saunders Park View
22 (Flat 3)	Second Avenue
6, 24 (Flat 2)	Selbourne Place
2/24	Selbourne Road
317	Selsfield Drive
10, 14	Semley Road
6	Shaftsbury Place
17, 29 (Flat 1), 37a (2 letters), 42, 76, 90	Shaftsbury Road
28	Shanklin Road
6	South Road
6, 10 (2 letters), 14 (x2), 15, 17, 18, 20, 21 (x2), 25 ((x2), 4 letters), 32, 37 (2 letters), 38, 40 (Ground Floor Flat, 2 letters), 42, 44, 45, 46 (2 letters), 49, 50, 54, 58 (3 letters), 62, 68 (2 letters), 70 (2 letters)	Southdown Avenue
2 (x2), 3	Southdown Place
1 (2 letters), 4 (2 letters), 5, 7, 8, 9, 11 (2 letters), 12, 13 (2 letters), 14, 16, 17 (2 letters), 18 (x2), 19 (2 letters), 20, 21, 23, 24 (x2), 50	Southdown Road
2 (2 letters)	Southmont
22, 45, 80, 86, 88, 93 (2 letters), 105, 110, 114	Springfield Road
6 (Flat 2)	Stafford Road
27, 36	Stanley Road
18 (Flat 10), 25 (2 letters), 30b (2 letters), 32, 33, 36, 38, 41 (Flat 1) (2 letters), 44, 47, 48 (2 letters), 50 (2 letters), 52, 56 (2 letters), 57, 60, 66, 68 (2 letters), 69 (2 letters), 70, 73, 74 (Flat 7), 77a, 78, 82, 84, 86 (2 letters), 87, 88, 89, 95, 98, 99, 102, 104 (2 letters), 107 (3 letters), 108 (Thornleigh, 2 letters), 112, 114 (3 letters), 115, 118 (2 letters)	Stanford Avenue
6 (Flat 2), 7a, 16, 19, 63, 83	Stanford Road
7 (2 letters), 14, 28, 31, 39, 50, 57, 62, 63, 80, 85, 91 (Flat 2), 96, 97, 98, 109, 127	Stanmer Park Road
7, 10, 13, 17 (2 letters), 20, 21, 24 (2 letters), 38, 41, 44, 46, 51 (2 letters), 56, 57, 60, 103, 112, 121	Stanmer Villas
12 (2 letters), 16	St. Andrews Road
3	Steine Gardens

8, 63, 68, 85	Stephens Road
27	St. Georges Terrace
12	St. Helens Road
30	St. John's Place
12	St Lukes Terrace
23	St. Martins Place
14 (4 letters), 33, No address given (1 letter)	St. Mary Magdelene Street
14	St. Nicholas Road
4	St. Paul's Street
13	St. Peter's Street
48	Stirling Place
49	Stonecross Road
76	Sunninghill Avenue
(Flat 1, Surrenden Court), 46, 61, 66, No number given	Surrenden Crescent
78	Surrenden Park
6, 29 (3 letters), 64	Surrenden Road
66	Synogate Road
15, 54	Tavistock Down
26 (2 letters)	The Avenue
24	The Crestway
61	The Drive
22	The Driveway
31, 108	The Highway
149	Thorndean Road
1, 2, 16, 39	Thompson Road
53	Tivoli Crescent
33	Tivoli Road
42	Tongdean Avenue
41	Toronto Terrace

22a	Totland Road
36	Trafalgar Street
18, 22 (2 letters), 27	Uplands Road
19	Upper Drive
6, 10, 13, 19, 40, 43, 52, 67, 89, 104, 114, 119, 120, 121, 126, 140, 166, No number given (Dudeney Lodge) 5, 6, 9, 11, 12, 22, 36, 41, 45 (Roedale Court), 5, 9, 6, (Flat 41), 11, 12, 46, 53, 58, 66 (x2), 70 (2 letters), 72, 73, 75 (Nettleton Court)	Upper Hollingdean Road
107, 151	Upper Lewes Road
23	Upper Wellington Road
59	Valley Drive
97	Vale Road
12	Varndean Holt
16, 22, 32	Viaduct Road
15, 18, 21, 45, 65, 67 (Flat 3, 2 letters), 71 (2 letters)	Vere Road
19 (2 letters), 21, 27 (2 letters)	Wakefield Road
3, 8 (x2), 9 (2 letters), 10 (x4), 11, 15, 16, 17, 19 (x2), 21, 24, 26 (3 letters), 33 (x2, 2 letters), 34 (4 letters), 40, 42, 44(x2, 2 letters) 46 (2 letters), 48, 50, 51, 54 (x2), 55, 61, 64 (2 letters), 65, 72, 73 (x2), 76, 79, 80 (2 letters), 85, 87, 91, 92 (2 letters), 95, 102, 106 (x2), 109, 111, 113 (2 letters), 114, 124, 129, 133, 134 (Ground Floor Flat, 2 letters), 135, 136, 139, 143, 146, 151, 155, 161 (x2) 167, 171	Waldegrave Road
9b, 31, 39 (2 letters), 74	Warleigh Road
7	Warren Close
8	Warren Rise
13 (Flat 4, 2 letters)	Waterloo Street
16, 28, No number given	Waverley Crescent
22	West Hill Road
98	Whippingham Road
5	Whippingham Street

4 (Westham)	Whitehawk Road
3, 16	Wigmore Close
70 (Flat 2)	Wilbury Road
216	Wild Park Close
92	Wilmington Way
15, 20	Winchester Street
17	Windmill Street
30	Windmill View
55	Wolseley Road
9, 23 (x2), 29, 33 (x2), 35 (x2), 39, 41, 45 (x2)	Wolverstone Drive
40, 110	Woodbourne Avenue
20	Woodland Way
6a	Woodside Avenue
6	Worcester Villas
1	Wyndham Street
31a	York Avenue
26 letters	No address given
<a href="mailto:Ginakmartin@hotmail.co.uk">Ginakmartin@hotmail.co.uk</a>	No address given
<a href="mailto:julielee@ntlworld.com">julielee@ntlworld.com</a>	No address given
<b>Total: 2073 letters of objection</b>	

### **LETTERS OF OBJECTION (Addresses outside Brighton & Hove)**

<b>NUMBER OF RESIDENCE</b>	<b>RESIDENCE</b>
33 Park Street	Bath
22 Starling Way (2 letters)	Bedford
No Number Given,	Fern, Bedfordshire
15 Trafalgar Road	Moseley, Birmingham
5 Herbert Road (2 letters)	Burnham on Sea
2 Yeo Valley Way	Wraxall, Bristol
89 Milestone Avenue	Chavil

35 Dig Lane (2 letters)	Wybunbury, Cheshire
64 ('Esplanade')	Fowey, Cornwall
10, Square le Brun, 70960 Voisins le Dx	France
42 Langley Lane	Crawley, East Sussex
135a Compton's Lane	Horsham, East Sussex
No address given	Horsham, East Sussex
10 Downs Close	Lewes, East Sussex
29 Firle Crescent	Lewes, East Sussex
22 Bridle Way	Telescombe Cliff, East Sussex
Flat 1 Central Avenue	Telescombe Cliffs, East Sussex
31 Highview Road	Telescombe Cliff, East Sussex
5 Sunset Close	Telescombe Cliff, East Sussex
110 Newhaven Heights, Court Farm Road	Newhaven, East Sussex
43 Court Farm Road (5 letters)	Newhaven, East Sussex
10, 52 Kings Avenue	Newhaven, East Sussex
No address given	Exbury
10 Church Street (3 letters)	Beckington, Frome
2 Friars Oak Road	Hassocks
12 Oakley Lane	Hassocks
13 Wharfedale Drive	Lincoln
25 Dukes Road	Lindfield
2 Chaucer Road (2 letters)	London
49 Charles Square	London
5 Crusoe Mews	London
225 Crystal Palace Road	London
333a (Flat 2) Upper Richmond Road	London
'Beechwood', Swallowfield Close	Manning Heath

51 Station Road (2 letters)	Wallingford, Oxon
'Thistledown'	Wallingford, Oxon
Milton Cottage, Pudding Cake Lane	Uckfield
39 Pound Lane,	Upper Beading
21 Frith Road	Bognor Regis, West Sussex
44 Bramble Gardens	Burgess Hill, West Sussex
18 Poplars Close	Burgess Hill, West Sussex
8 Swallow Rest	Burgess Hill, West Sussex
No address given	Burgess Hill, West Sussex
Hobbs Cottage, Ryall Road	Ryall
47 Milford Court	Lancing, West Sussex
No address given (2 letters)	Larkhill, Yorkshire
5 Pelham Terrace	Lewes, West Sussex
North Barn	Norton, West Sussex
96 Brighton Road (4 letters)	Shoreham-by-sea, West Sussex
226 Harbour Way	Shoreham-by-sea, West Sussex
5 Queens Place	Shoreham-by-sea, West Sussex
18 Windlesham Gardens (4 letters)	Shoreham-by-sea, West Sussex
25 Adur Valley Court, Towers Road	Steyning, West Sussex
27 Maudlyn Parkway	Steyning, West Sussex
18 Newland Road	Upper Beeding, West Sussex
66 Westfield Avenue	Saltdean
68 Vale Road	Seaford
'Prospect Home'	Suffolk
61 Brantwood Gardens (2 letters)	Surrey
187 Kings Road	Kingston Upon Thames, Surrey
15 (2 letters) Cromwell Crescent	Worcester



17 Orlin Road	Colwall, Worcester
'Elmley Orchard'	Hallow, Worcester
<b>Total: 84 letters of objection</b>	

**LETTERS OF OBJECTION (Groups/Businesses)**

<b>GROUP NAME</b>	<b>GROUP ADDRESS</b>
Amplicon Liveline Limited	Centenary Industrial State, Hughes Road, Brighton
Councillor Jeane Lepper	Brighton and Hove City Council
Councillor Juliet McCaffrey	Brighton and Hove City Council
Councilor Tehmtan Framroze and Councillor Pat Hawkes (2 letters)	Brighton and Hove City Council
David & Co Estate Agents Limited	Marlborough Place, Brighton
D.C.S. Decorators Limited	Hollingbury Road, Brighton
Downs Infant School (3 letters)	Ditchling Road, Brighton
David Lepper MP	179 Preston Road, Brighton
Downs Junior School	Rugby Road, Brighton
Earnscliffe access for people	Goldstone Villas, Hove
Fiveways Playgroup (3 letters)	Florence Road, Brighton
Hertford Infant School	Hertford Road, Brighton
Hertford Junior School	Lynchett Close, Brighton
Hopscotch Nursery	Ditchling Road, Brighton
Rosehill Tavern	Rosehill Terrace, Brighton
St Cuthmaus Vicarage	Whitehawk, Brighton
The Brighton Society	Rugby Road, Brighton
The Pathway Clinic Of Complementary Medicine	Coombe Terrace, Brighton

The Roundhill Society	Princes Road, Brighton
<b>Total: 23 letters of objection</b>	

**LETTERS OF SUPPORT (Neighbouring residents)**

NUMBER OF RESIDENCE	RESIDENCE
130 'Dudeney Lodge'	Upper Hollingdean Road
43	Viaduct Road
<b>Total: 2 letters of support</b>	

**SUMMARY OF SPGBH17:HOLLINGDEAN DEPOT/ABATTOIR**

This Supplementary Planning Guidance note was adopted for development control purposes at the Environment Committee on 29 January 2004. The SPG explains that the Hollingdean Depot/Abattoir site is identified in the East Sussex and Brighton & Hove Structure Plan and Brighton & Hove Local Plan for a Waste Transfer Station, Materials Recovery Facility and other employment uses.

The SPG explains that Brighton & Hove has a responsibility to process locally as much of its own waste as possible and that the development of a Waste Transfer Station and Materials Recovery Facility on this site is *essential* if targets for recycling and recovery are to be achieved in a sustainable way. The SPG further explains that the Hollingdean Depot/Abattoir site is well located in terms of the 'proximity principle,' in that it is centrally located within Brighton & Hove, close to the sources of waste arisings. This reduces the amount of distance that waste needs to be transported, contributing to sustainability.

The SPG sets out that the principle aims for the site are:

- Securing well designed, modern waste management facilities consistent with waste local plan policies,
- Upgrading and rationalising the key uses retained on the site,
- Facilitating and enabling waste related and/or industrial development on the site, and
- Securing substantial environmental improvements.

The Hollingdean Depot/Abattoir site has a long history of waste management and the Supplementary Planning Guidance note describes the site as "an urban site with a long established industrial character." The site has a long history of waste management dating back as far as the early nineteenth century.

In terms of the policy context, the SPG explains that it is policy WLP8 of the Waste Local Plan which specifically identifies the site for a Materials Recovery Facility and Waste Transfer Station. The same land use identification is made in policy EM1 of the Brighton & Hove Local Plan, adopted in 2005. But this policy also allocates the site for other employment uses. Specifically, uses B1 (b), B1 (c) and B2, which are Research & Development, Light Industry and General Industrial uses respectively. However, the SPG states that, given the urgent need for new waste management facilities in Brighton & Hove the 'primary' allocation for the site in planning terms is for a Waste Transfer Station and Materials Recovery Facility.

The SPG explains that it would be particularly advantageous if recyclate reprocessing industry could be attracted to the site, as these provide an essential link in an integrated waste management system and provide an outlet for the reprocessing of recycled materials as well as reducing the distance over which recyclates have to be transported for processing because of the co-location of these functions. Thus the 'proximity principle' would further apply if such uses were also secured on site.

In terms of the planning considerations for the site, the SPG requires a sustainable form of development and sets out what matters would need to be included in a planning application for the development of this site and what would be likely to be required in an Environmental Statement to accompany the planning application, if Environmental Impact Assessment is required.

The SPG reports that consultations on the Local Plan raised concerns relating to the capacity of the local road network, road safety issues, the approach to the site from Lewes Road, and the avoidance of 'rat running' through residential areas. The SPG highlights the need for a full Transport Assessment which must address access arrangements, safety hazards, traffic generation, road network capacity, vehicle manoeuvring on site and the feasibility of the use of the nearby rail connection for the transportation of waste.

The SPG explains that it is considered preferable that vehicular access to the site is provided from Upper Hollingdean Road as opposed to Ditchling Road. This because Upper Hollingdean Road has more direct access to the major distributor network and because Ditchling Road runs close to a primary school and residential areas.

The SPG states that whilst the site does not currently feature on the Council's Contaminated Land Register, investigations would be required because of the site's previous uses as an abattoir, corporation depot and waste destructor facility. Remediation may be required.

The SPG requires that an education facility is provided on site as part of any Waste Transfer Station and Materials Recovery Facility development. The aim of the education facility would be to increase awareness of waste issues in accordance with policy WLP40 of the Waste Local Plan.

The SPG requires that proposed development does not adversely affect ground water as ground water is protected by the Environment Agency as a Source Protection Zone. Precautions will need to be taken to avoid discharges and spillages to the ground. Specifically, a concrete impermeable base connected to the foul water system is required for the Ash Court area if it is to be used for waste activities. The SPG states that SUDs (sustainable urban drainage systems) can be used for the sustainable management of surface water.

The SPG explains that amenity considerations will be important as housing is the dominant land use surrounding the site and that consideration will need to be given to how issues of noise, dust, vibration, odours, windblown litter and visual intrusion will be addressed and mitigated. To mitigate amenity impacts the SPG advocates measures including soundproofing, landscaping, screening and the control of hours of operation and the control of vehicle numbers.

In terms of visual impacts, the SPG states that there is considerable potential to improve on existing visual and amenity characteristics of the site because of the current mix of industrial and waste uses on the site and the fact that many of the existing buildings have been poorly maintained. The SPG highlights that there is considerable scope for high quality and innovative design and requires that any design statement submitted with a planning application for the site should explain how and why the design has been arrived at. In particular such a statement should cover issues of scale, height, massing, permeability, landscaping, materials, and architectural detailing.

The SPG states that the differing site levels need to be fully explored as they offer the opportunity to minimise the visual impact of the development through the siting of the buildings. The SPG strongly advocates the siting of facilities on the south-western part of the site, south of Hollingdean Lane. This would minimise visual intrusion and noise nuisance and maximise natural screening and land availability on site for other related purposes.

In terms of landscaping, the SPG advocates off-site works to offset the impact of the development as well as landscaping features with an ecological value. Examples given include treatments in the vicinity of the residential areas on the north side of Upper Hollingdean Road, treatments along the railway embankment, treatments along Hollingdean Lane, the use of 'green roofs',

natural water features and 'wildlife friendly' planting. In particular, enhancements of the adjacent Greenway networks are advocated as well as the retention and restoration of the brick/flint wall running along the north-east boundary of the site. The SPG requires that consideration be given to lighting, providing that this does not adversely affect amenity.

## **DRAFT HEADS OF TERMS FOR SECTION 106 AGREEMENT**

### ***Transport***

- The realignment of Upper Hollingdean Road and associated warning signs and road markings on approaches to the bridge and implementations of recommendations of Stage 1 Audit and submission of a Stage 2 Safety Audit before works carried out
- The implementation of the new vehicular access off Upper Hollingdean Road and closure of existing vehicular access to meat market
- The two sets of highway works as outlined above to be carried out and completed before facility is first brought into use and secured through a separate section 278 Agreement
- A routing agreement for HGV bulkers associated with the operation of the MRF and WTS to use the Vogue Gyratory only except where otherwise directed by emergency services (and not Ditchling Road) when arriving and leaving the site before development first brought into use
- A financial contribution of £10,000 towards construction of a cycle lane along Upper Hollingdean Road or towards the enhancement of other alternative sustainable modes of transport in the vicinity before development first brought into use

### ***Construction***

- Implementation of a Construction Environmental Management Plan, which will address routing of vehicles, hours of construction, method of construction, mitigation measures against noise and dust and management of drainage and run-off. As part of the CEMP, the developer will be required to enter into a COPA S61 agreement. The developer shall notify local residents and the council a minimum of 7 days before they intend to temporarily extend the construction hours above those agreed as part of the CEMP. No demolition or excavation, to take place until a CEMP has been submitted and agreed.
- Submission and implementation of a Construction Training and Local Employment Agreement before commencement of development which shall secure the provision of training opportunities for local people. The Agreement should include a commitment to health and safety training for all employees before going on site, employment of certified staff through the introduction of Construction Skills Certification Scheme (CSCS), training opportunities for apprentices to achieve NVQ level 2 qualifications, on site assessment and training (OSAT), enforcement of equal opportunities for all employment opportunities, and recruitment of local labour through positive advertising and training. Six monthly reviews of the Agreement shall be submitted to the council until the completion of the development.

**Environment**

- A financial contribution of £30,000 towards the monitoring and/or implementation of works associated with the Air Quality Action Plan associated with the Air Quality Management Area in the vicinity of the site before development first brought into use. This could, for example, go towards purchasing monitoring equipment and/or employment of consultants to carry out monitoring.
- All existing vehicles within or added to the operators fleet required for the operation of the waste facilities shall be at least Euro 4 compliant in terms of emissions or equivalent higher standard if Euro 4 has been superseded by first operation of the development, and evidence shall be submitted by the operator to demonstrate that any subsequent vehicles purchased in the future are of the most recent industry standard for 'environmentally friendly' clean engine vehicles.
- Off-site tree planting of 55 trees to a council specification, including 5 years maintenance, in Upper Hollingdean Road. Approximately 15 trees to be provided on the green opposite the site adjacent to Davey Drive/stonemasons yard and remainder for new street trees along Upper Hollingdean Road. To be planted in first planting season following the development first being brought into use.
- Installation of a peregrine nesting box on top of Dudney Lodge or Nettleton Court before development first brought into use.

**Public Art**

- A financial contribution of £10,000 prior to the development first being brought into use towards either funding a citywide programme of environmental arts projects or alternatively to commission a one-off piece of art near to or in the entrance of the site or visitor centre/office building. Artists would be commissioned to work with pupils from primary and secondary schools, initially those nearest to the site, on the theme of art and environment with particular focus on recycled/reclaimed materials. Through a series of workshops carried out in each school and on site in the purpose built visitor/education/office facility, the artists and the pupils could produce permanent or temporary artworks, which could be sited in the school or on site at the new facility.

