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Brighton Paper Round

Proposed Change of Use of Industrial Unit to Waste Transfer Station: Unit 6, Chartwell Road/Blenheim Road, Lancing Business Park BN15 8UQ

Introduction.

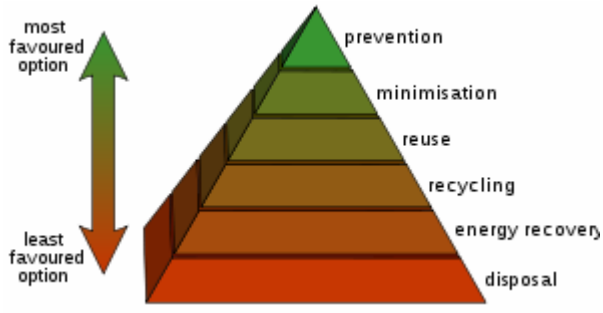
The applicant, Brighton Paper Round is a waste and recycling collection company. It sorts, cleans and stores a range of commercial waste materials including paper, cardboard, plastic bottles, cans and others for onward collection by third party specialist recycling companies.

The company was formed out of a joint venture between “Magpie”, a Brighton-based recycling service, and “Paper Round”, a London based recycling company, in February 2011.

However constraints at the existing 5,900 sq.ft depot (on The Hyde Business Park near Moulsecoomb) are now such that a larger facility is now being sought with better vehicular access, more internal storage space, a meeting room and, significantly, better security.

A new transfer station will enable more effective sorting of the waste-streams resulting in an increased percentage being recovered, re-used and recycled within the UK. This will assist in diverting waste up the waste hierarchy as well as help meeting forecast capacity within the local area, in accordance with national and regional policy guidance (PPS10).

It will also enable the company to service more effectively existing customers located to the west of Brighton, as well as facilitate a more effective service throughout West Sussex.



Waste Hierarchy

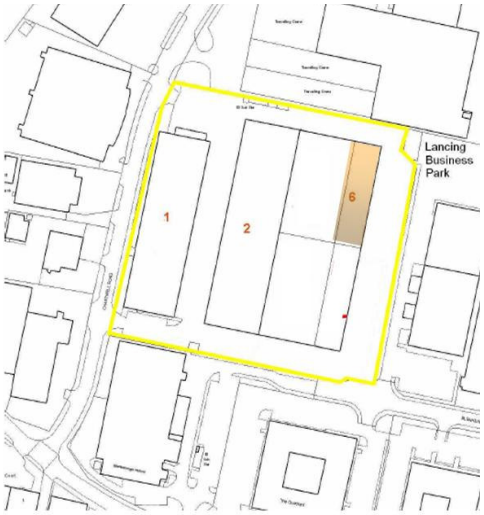
Proposed Site and Surroundings.

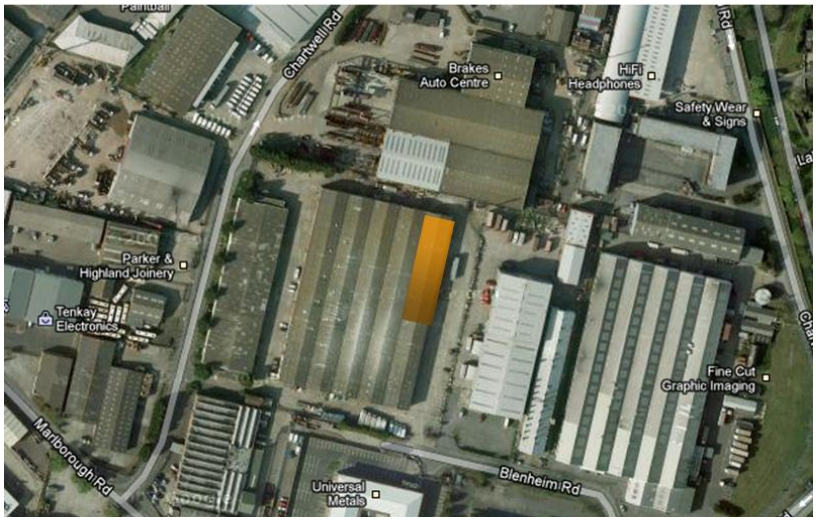
This application seeks change of use from an industrial unit (B2/B8 use) into a waste transfer and recycling station. Lancing Business Park has been selected due to its good transport connections and proximity to the company's existing and targeted business customer base.





The proposed hi-bay unit measures 9775sq.ft at ground level with an additional 942 sq.ft of first floor offices and is situated at the north east corner of a larger industrial building. The boundary walls (including party walls with adjacent units) are solid masonry affording good fire and acoustic separation.





Site Design, Layout and Access

A perimeter vehicular circulation route is shared by other units in the building and passes a single roller shutter to the entrance and two further shutters along the eastern elevation. Car parking for around 20 spaces are bespoke to unit 6 as indicated.

The site is flat, there is no vegetation that will be affected by the proposal and it is bounded by an 1800mm palisade fence to the north and chain wired fence to the east.



view of eastern elevation, looking north



view of main entrance with neighbouring units beyond

Proposed Operation.

The applicant collects, sorts, cleans and stores a range of commercial waste materials including paper, cardboard, plastic bottles, cans and others for onward collection by third party specialist recycling companies. The process will be covered by a Standard rules SR2008No14-75kte permit issued by the Environment Agency with S2 Exemption for the storage of WEEE. It is anticipated that, initially, 1,500 tonnes of paper, cardboard, steel, aluminium and plastics would be processed annually at the plant although this would rise as the customer base increases.

The company operates a fleet of 6 vehicles to carry out collections of commercial waste (paper, cardboard, plastic bottles, cans, tins and others) from businesses in Brighton and around Sussex. The nature of the waste material enables it to be effectively collected in relatively small vehicles: the fleet currently consists of 2 no. 7.5t box trucks, 2 no. Luton Vans, 1 no. cage-van, and a 3.5t Transit van.



7.5 t box truck



Luton Van

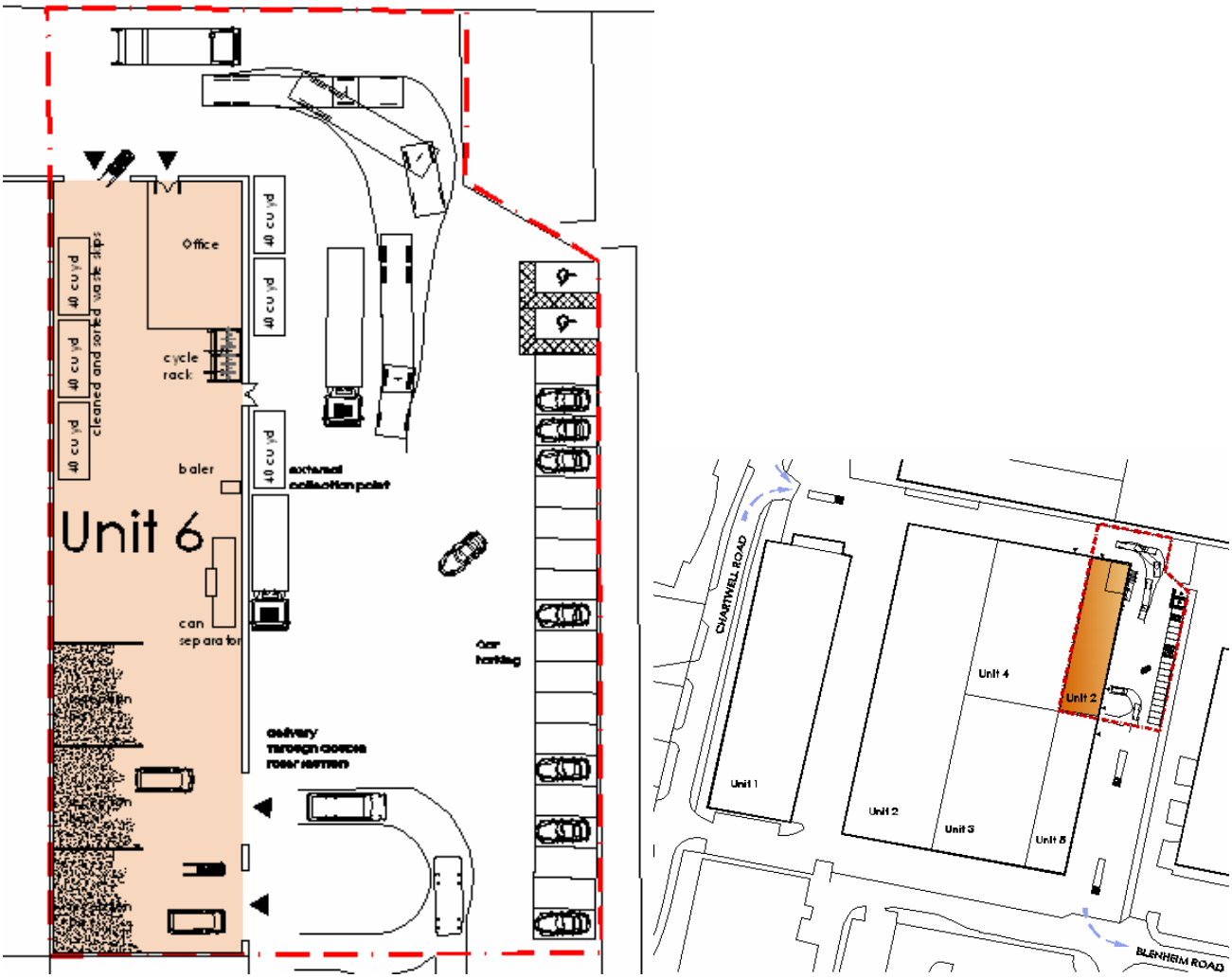


Transit Van



Cage Van

The materials would be brought back to the facility for sorting into clean, single streams. It is proposed that the vehicles would access the site via the Chartwell Road entrance and then offload the waste into the warehouse via the two roller shutters along the eastern elevation, enabling two vehicles two to be emptied simultaneously.



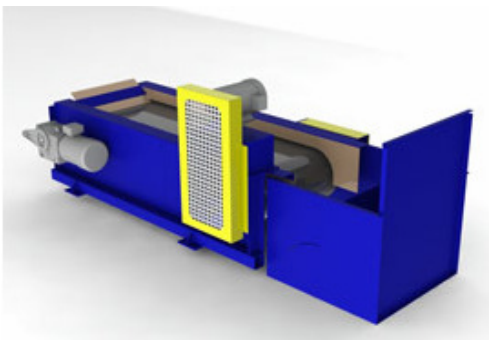
Site Circulation indicating demise of proposed operation (hatched red).

The sorting operation would be mechanically facilitated through the use of fork-lifts, a can separator and a baling machine. To protect the amenity of neighbouring units and for additional security, all sorting would occur inside the unit, including use of the baler and can separator - with the roller shutter doors down.

The sorted paper and other materials would be loaded into the skips using stillage cages and the forklifts. Most of the forklift movements will consequently be inside the warehouse, although occasionally they would work outside to move pallets of materials to and from the delivery/collection vehicles.



baler



can separator



forklift

When the waste has been processed, it would be stored in 40 -50 yard “RORO” skips or baled to await onward collection. The proposed collection point would be alongside the unit since this location offers the best maneuverability and ease of access without impacting on either the amenity of neighbouring units or service access to the rest of the site. Netting will be used to keep the material securely contained within the skips.

Once or twice a week, third party material buyers will visit site to pick up the bales and exchange the filled skips with empty ones, using 10 t “Curtainsider” vans or “RoRo” trucks. All Vehicles would leave the site using the Blenheim Road exit.



A Roll-on Roll-off (RORO) Skip



10t Curtainsider vehicle

Building/Access

No changes are proposed externally to the building. Two disabled parking spaces will be demarked adjacent to the office and an existing level access through double-doors leads into reception. At ground level, a new female/disabled toilet will be fitted into the existing cleaner’s store in the office. A secure bicycle stand would be located within the unit adjacent to the office. A 1200mm wide pedestrian zone will be delineated around the building perimeter to ensure safe access.

Amenity

There are a number of policies relating to neighboring amenity for a transfer station. Policy G7 of the Waste of West Sussex Waste Local Plan requires development proposals to of a scale, form and character appropriate to the location, have no unacceptable adverse effect on the standard of amenity appropriate to the established, permitted or allocated land uses likely to be affected by the development, and secure adequate means of controlling noise, dust, litter, odours and other emissions (see section on Planning Policy below).

In response, the following measures will be adopted.

1). Minimisation of Noise

Any tipping and sorting activity would only take place within the unit **with the roller shutters down.** The use of plant (baler, can separator) would be remote from the roller-shutters and the noise adequately insulated through the existing, minimum 9 inch masonry party-walls.

2 Minimisation of Odour

The most significant factor is the nature of waste stream which tends to be relatively odour-free. In the unlikely event that malodorous waste is discovered within a load, it will be separated from other wastes and covered in a sealed container.

3. Rodent control

This is again largely facilitated through the nature of the waste albeit weekly inspection of the premises will form an integral part of the transfer station's "working plan".

4. Minimisation of Litter

All skips awaiting collection externally will be secured with robust netting and the area checked on a daily basis as part of the inspection regime. All waste transfer activities likely to generate litter, including tipping and sorting will take place within the enclosed building.

Hours of Operation

These would need to reflect the requirements of the company's customers. The current hours of operation in terms of vehicular movements are primarily from 7.00 a.m until 6.00p.m Monday to Friday, 7.00a.m to 1.00p.m on Saturdays. Whilst it is envisaged that these will remain the core working hours, demand for a limited service outside of these reflect a growing requirement to arrange collections around the customer's operations hence it is ultimately proposed to collect and transfer waste back to the facility at any time between 6.00a.m and midnight, each day of the year except Christmas day.

Employment

Whilst local policies seeks to promote employment opportunities throughout the area on sites which have an industrial or business use, and resists development that would result in the loss of premises used for business and industrial uses (Use Classes B1/B2 and/or B8), the proposed use is quasi-industrial and the Structure Plan also supports the growth of existing businesses.

As previously stated, the purpose of the proposed move to Lancing is to allow the business to grow. All eighteen employees from the current premises would be transferring to the new facility.

The company is also expecting to create 5 new jobs within a few months following the ove, increasing the workforce by around 25%. Some of these positions will be as drivers, likely to be resident to the west of Lancing and hence facilitating the expansion of the customer base into the Worthing area. However there will also be new roles in office administration and site work.

Finally, the company are committed to employee development and offer job specific training to all staff with scope where appropriate for NVQ level 4- WAMITAB: Waste Industry Management and Advisory Board.

Transport.

As stated, the nature of waste enables the "pick-up fleet" to consist of lighter vehicles with more occasional access (once, twice a week) being required by 3rd party articulated trucks to pick up the sorted and cleaned refuse.

The relatively low number of vehicular movement should ensure that queuing beyond the demise of the unit does not become a problem. Moreover, all of the drivers would be in continuous contact with the transport office that would ensure a staggering of arrivals both to regulate the flow of waste needing to be sorted and protect the amenity of neighbouring units.

Moreover, the site is situated within an industrial estate designed to accommodate commensurate levels of traffic and also benefits from ease of access to the A27 and coast road trunk roads in accordance with Policy G6 (see below).

For the majority of workers, the shift starts at 8.30a.m and finishes at 5.15p.m. In terms of staff travelling to and from work, a minibus will be provided picking up from around the Brighton area to the Unit. Other members of staff will get to work via bike (a secure storage facility will be provided inside of the unit) or train where the local station is around a 10 minute walk from the site.

Finally, there is also parking for around 20 cars alongside the eastern boundary of the unit for visitors/other employees.

In summary, the level of use proposed by this development should be well within the design parameters of this industrial estate.

National Planning Policy PPS10: Planning for Sustainable Waste Management

This policy is primarily concerned with driving waste management outcomes further up the waste hierarchy and facilitating a culture where waste is viewed as a resource rather than a problem of disposal.

When assessing the suitability of proposed sites, planning authorities should assess against a range of criteria including the following:

…give priority to the re-use of previously-developed land,

…also the physical and environmental constraints on development, including existing and proposed neighbouring land uses.

…the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, and products arising from resource recovery…

The prevalence of waste facilities on industrial estates is because these are the most likely sites to satisfy the criteria set out in PPS10.

Certainly the existing infrastructure of the Lancing Business Park should enable the incorporation of a transfer station of this scale and type without detriment to the amenity of neighbouring units.

Regional Planning Policy.

The greater capacity underlining the proposal will increase the likelihood of two of the preferred waste options within the 'waste hierarchy' being achieved. Policy W6 of the Regional Spatial Strategy (RSS) sets regional targets for composting and recycling requiring a significant increase in the amount of waste being recycled. It also states that sites should be located in, or near to urban areas, close to the source of the waste.

This is also reflected in the West Sussex Waste Local Plan, Paragraph 221, promoting the development of waste transfer stations for their role in aiding recycling and reducing traffic movements by bulking up waste to be treated elsewhere.

Policy W7 requires waste planning authorities to provide development opportunities to support waste management facilities achieve recycling targets which, its is stated, in West Sussex alone there is a 0.324million tonne shortfall in the recovery of commercial and industrial waste.
Currently the applicant's West Sussex customer base is primarily focused on Shoreham and, more extensively, Haywards Heath. Moreover, the customer base is growing in the industrial and commercial estates around Adur and Lancing.

Once the new site is established, a significant marketing drive in the Worthing area would facilitate collection routes further west, also requiring drivers resident in these areas. This expansion of the customer base to the west has proven impractical from the current facility to the north east of Brighton.



Existing Customer "Pick-up" Range

Target Customer "Pick-up" Range

Forward Recycling Network:

Proposed Site:

Rabbit Skips

Veolia

Brighton Scrap Metal

Parent Company (Essex)

Brighton Paper Round

Policy W17 of the RSS also deals with the location of Waste Management Facilities. The suitability of proposed sites should be assessed upon the quality of transport connections, accessibility to urban areas and compatibility of land uses; the Lancing Business Park, and indeed industrial estates generally are the most likely locations to fulfill these criteria.

Local Planning Policy: West Sussex Waste Local Plan.

This acknowledges the difficulties in finding sufficient and appropriate waste sites in sustainable locations. Nonetheless, it is intended to enable West Sussex to provide enough waste management facilities to be broadly self-sufficient in managing its own waste.

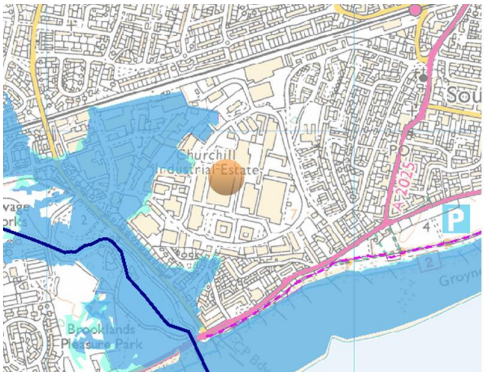
The Government has set a range of tough targets to increase the amounts of waste being recovered and to reduce the amounts going to landfill. These targets mean that substantial new waste management operations are required in West Sussex. By 2016, capacity must deal with the specific needs arising in the County and be close to the locations where the waste is generated (Policy U7).

Whilst the applicant already collects waste from a range of industrial and commercial customers within the county, (in particular, Haywards Heath and Shoreham), the proposed site will facilitate the servicing of towns further west hence making a positive contribution to both county and national targets.

The specific policies are as follows:

Policy G2 - CHARACTER
Proposals for waste management facilities will be permitted provided that the location, scale, appearance, and level of activity do not have an unacceptable impact.
The location within an existing industrial estate would satisfy these criteria.

Policy G3 ENVIRONMENT
Proposals for waste management facilities will be permitted provided that
they:
(a) make efficient use of the land;
(b) would not have an unacceptable impact on: important habitats, species and geological features; and the integrity of functional floodplains.
The site is within an existing urban area not within a floodplain.



Local excerpt from EA Flood Map

Policy G5 MANAGING WASTE CLOSE TO SOURCE

Proposals for waste management facilities will be permitted provided that they are well-located having regard to the point at which the waste is generated BPEO and the Proximity Principle are demonstrated in relation to the points at which the waste is generated, collected and sorted and the location of the proposed waste management facility, taking into account any particular environmental, social, economic and transport considerations that apply to the waste management facilities and processes proposed.

The largest market for the applicant is Brighton and the surrounding conurbation. This proximity to the applicant's existing customer base and target markets to the west will ensure the proposal would be located at the geographical hub of future operations.

Policy G6 TRANSPORT

Proposals for waste management facilities should be accompanied by a transport assessment. They will be permitted provided that:

(a) transport links are adequate to serve the development or can be improved to an appropriate standard without causing unacceptable environmental impacts;

(b) where possible, the waste is capable of being transported to and from the site via the rail network or navigable waterways;

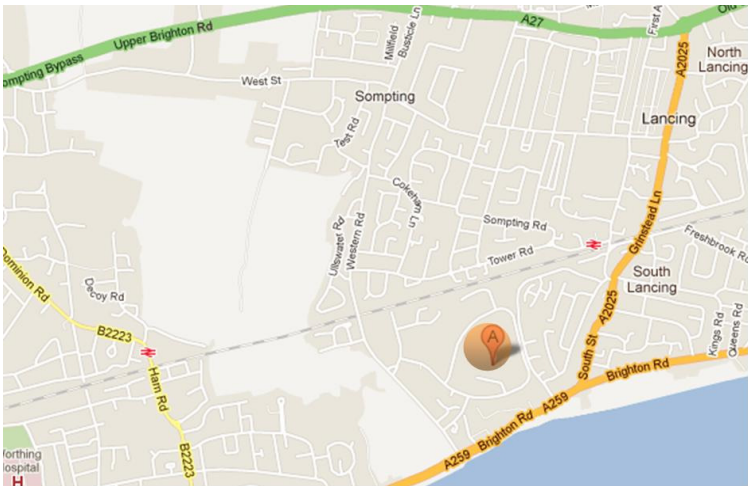
(c) where necessary, the waste is capable of being transported to and from the site via the Strategic Road Network with minimal use of local roads;

(d) vehicle movements associated with the facility will not have an adverse impact on the safety and free-flow of existing traffic;

(e) there is safe and adequate access to the highway network; and

(f) satisfactory provision is made for vehicle turning.

Clearly, the site is situated within an industrial estate with a capacity for a commensurate level of traffic. Both the coast road A259 and the A27 can be easily accessed; there is also future potential for transport via the rail network. The facility would be solely for the use of the applicant Brighton Paper Round which currently manages a fleet of six vehicles.



Proximity of major roads and railway stations to the site.

Policy G7 PUBLIC AMENITY

Proposals for waste management facilities will be permitted provided that:
(a) sensitive and environmentally sound work practices are employed;
(b) the proposed method and scheme of working, either on its own or with other similar uses, would not have an unacceptable impact on public amenity, and neighbouring land-uses;
(c) appropriate measures are incorporated to:(1) minimise emissions of noise; and (2) control the impact of lighting.

Whilst the site is situated within an industrial estate and there are no evident “sensitive receptors”, clearly careful measures will be required to protect the amenity of neighbouring units. In particular, adequate means of controlling noise, dust, litter, odours and other emissions will be in place, the detail covered earlier in the report.

Policy N1. NEED FOR FACILITIES

(a) Proposals for new permanent, built waste management facilities will be permitted provided that they are required between 2001-2016 to ensure the provision of a range of waste collection, sorting, transfer, recycling, treatment and composting facilities in appropriate locations.
If recycling and recovery targets are to be met, then it is estimated that local provision needs to be made for the period 2004-2016:permanent, built waste management facilities, primarily recovery operations involving recycling, composting and energy generation will be needed to manage at least 13.3 million tonnes of inert waste and 7.4 million tonnes of non-inert waste.

Summary

1. The proposal is to enable the expansion and evolution of a local firm's business.
2. It will deliver new employment into the county, with scope for further training and advancement.
3. The proposal fulfils the proximity principle with the majority of customers being located around the Brighton area.
4. The location of the proposal is supported in principle since it would make use of previously developed land and an existing building.
5. The nature of the waste and consequent collection fleet would result in minimal impacts upon traffic and amenity.
6. The proposed expansion would help enable West Sussex meet its own recycling targets and obligations.
7. Waste will be diverted from landfill and up the waste hierarchy.