

East Sussex County Council and Brighton & Hove City Council

---

# Waste and Minerals Development Framework – Core Strategy

## Strategic Waste Recovery Facility and Land Disposal Area Identification Study: Draft Report

### Appendix B

October 2009



## Revision Schedule

### Strategic Waste Recovery Facility and Land Disposal Area Identification Study Appendix B: Draft Report October 2009

Rev	Date	Details	Prepared by	Reviewed by	Approved by
01	October 2009	Draft 1	<b>Tom Horne</b> Planning Consultant	<b>Andrew Wooddisse</b> Associate	<b>Andrew Wooddisse</b> Associate

This document has been prepared in accordance with the scope of Scott Wilson's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole and confidential use and reliance of Scott Wilson's client. Scott Wilson accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided. No person other than the client may copy (in whole or in part) use or rely on the contents of this document, without the prior written permission of the Company Secretary of Scott Wilson Ltd. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document do not provide legal or tax advice or opinion.

© Scott Wilson Ltd 2007

**Scott Wilson**  
Alencon Link  
Basingstoke  
Hampshire  
RG21 7PP

Tel: 01256 310200

Fax: 01256 310201

Table of Contents

Appendix B1 – Policy Review to Inform AoS..... 1

Appendix B2 - Aerodromes Guidance Note ..... 7

Appendix B3 - Opportunity Area Evaluation Proforma .....15

Appendix B4 - Opportunity Area Assessment Summary .....22

---

## Appendix B1 – Policy Review to Inform AoS

	Policy Documents			
AoS Parameter	National <ul style="list-style-type: none"> <li>- Landfill Directive</li> <li>- Environment Agency RGN3<sup>1</sup></li> <li>- PPS10 (and companion guide)</li> </ul>	Regional - South East Plan	Local (Issues and options consultation document)	ESCC SA (October 2008) of the Issues and Options Consultation
<b>Land Disposal (parameters not justified under non-land disposal)</b>				
Exclude environmental constraints: Groundwater source protection zones I, II, III	PPS10 Annex E – (a) - protection of water resources – consideration will include the proximity of vulnerable surface and groundwater. For landfill or land raising, geological conditions and the behaviour of surface water and groundwater should be assessed for both site under consideration and the surrounding area.  The EA will object to any proposed landfill site in Groundwater Protection Zone 1 and for all other proposed landfill site locations, a risk assessment must be conducted based on the	Policy W17 (SoS Proposed Changes) ...Be capable of meeting a range of locally based environmental and amenity criteria	W6a, W6c	

<sup>1</sup> Environment Agency Regulatory Guidance note 3 (version 4.0, Dec 2002) Groundwater protection: Locational Aspects of landfills in Planning Consultation Responses & Permitting Decisions

**ESCC & BHCC**

Strategic Waste Recovery Facility and Land Disposal Area Identification Study – Appendix B: Draft Report

	Policy Documents			
AoS Parameter	National <ul style="list-style-type: none"> <li>- Landfill Directive</li> <li>- Environment Agency RGN3<sup>1</sup></li> <li>- PPS10 (and companion guide)</li> </ul>	Regional - South East Plan	Local (Issues and options consultation document)	ESCC SA (October 2008) of the Issues and Options Consultation
	nature and quality of waste, and the natural setting and properties of the location.			
Areas at risk of flooding  Major aquifer	PPS10 Annex E – (a) - protection of water resources – consideration will include the proximity of vulnerable surface and groundwater. The suitability of locations subject to flooding will also need particular care.			
Areas below the water table in any strata where ground water provides an important contribution to river flows or other sensitive surface waters.	PPS10 Annex E – (a) - protection of water resources – consideration will include the proximity of vulnerable surface and groundwater. The suitability of locations subject to flooding will also need particular care.		W6a, W6c	
Within 1km of A road and/or within 500m of railway	“... consider the capacity of existing and potential transport infrastructure to support the sustainable movement of waste ... seeking when practicable and	Policy W17 “.good transport connections”  “..Good accessibility from existing urban areas or major new or	Overarching objective for all waste disposal sites  Policy WL4	

**ESCC & BHCC**

Strategic Waste Recovery Facility and Land Disposal Area Identification Study – Appendix B: Draft Report

Policy Documents				
AoS Parameter	National <ul style="list-style-type: none"> <li>- Landfill Directive</li> <li>- Environment Agency RGN3<sup>1</sup></li> <li>- PPS10 (and companion guide)</li> </ul>	Regional - South East Plan	Local (Issues and options consultation document)	ESCC SA (October 2008) of the Issues and Options Consultation
	<p>beneficial to use modes other than road transport.” (para 21 PPS10)</p> <p>PPS10: Annex E – f) traffic and access – considerations to include the suitability of the road network and the extent to which access would require reliance on local roads.</p>	<p>planned development.”</p> <p>“Good transport connections including, where possible, rail or water”</p>	<p>Proposals which will enable waste to be carried on the rail network or by water will be permitted, subject to other policies of the Plan where relevant, and where it is demonstrated that this would achieve overall environmental benefits.</p>	
500m from 'valued environment'	<p>PPS10 Annex E c) – visual intrusion considerations will include (ii) the need to protect landscapes of national importance (national parks, AONB and heritage Coasts).</p> <p>d) nature conservation – considerations will include any adverse effect on a site of international importance for nature conservation (SPA,</p>		W6a, W6c	

**ESCC & BHCC**

Strategic Waste Recovery Facility and Land Disposal Area Identification Study – Appendix B: Draft Report

	Policy Documents			
AoS Parameter	National <ul style="list-style-type: none"> <li>- Landfill Directive</li> <li>- Environment Agency RGN3<sup>1</sup></li> <li>- PPS10 (and companion guide)</li> </ul>	Regional - South East Plan	Local (Issues and options consultation document)	ESCC SA (October 2008) of the Issues and Options Consultation
	<p>SAC, RAMSAR Sites) or national designations (SSSI, NNR)</p> <p>(e) historic environment and built heritage – any adverse effect of a site of international importance (WHS) or a site or building with a nationally recognised designation (SAM, CA, LB, RHB and RPG).</p>			
At least 1km from a settlement with a population of 1000 or above.	<p>PPS10 Annex E g) air emissions, including dust – proximity of sensitive receptors and the extent to which access would require reliance on local roads.</p> <p>h) odours – the proximity of sensitive receptors and the extent to which adverse emissions can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.</p>			Locating away from communities and valued environments provides a greater deal of environmental, community and health protection above what is required through the regulatory process.

**ESCC & BHCC**

Strategic Waste Recovery Facility and Land Disposal Area Identification Study – Appendix B: Draft Report

Policy Documents				
AoS Parameter	National <ul style="list-style-type: none"> <li>- Landfill Directive</li> <li>- Environment Agency RGN3<sup>1</sup></li> <li>- PPS10 (and companion guide)</li> </ul>	Regional - South East Plan	Local (Issues and options consultation document)	ESCC SA (October 2008) of the Issues and Options Consultation
	<p>i) vermin and birds – the proximity of sensitive receptors and the attraction of vermin and birds.</p> <p>j) noise and vibration – the proximity of sensitive receptors. The operation of large waste management facilities in particular can produce noise both inside and outside buildings.</p> <p>The Landfill Directive requires the consideration of the proximity to urban/residential and recreation areas – especially sensitive receptors such as hospitals and schools</p>			
AONB		To note: Policy W7 (SoS Proposed Changes supporting text) Waste management facilities should not be precluded from designated areas such	The Inspectors report into the waste local plan (2003) stated that AoS for landfill/landraise should exclude AONBs in the first	The SA recognises that site search is restricted “by all options needing to avoid Areas of Outstanding Natural Beauty. This will particularly reduce accessibility in the northern part of the plan area”

**ESCC & BHCC**

Strategic Waste Recovery Facility and Land Disposal Area Identification Study – Appendix B: Draft Report

Policy Documents				
AoS Parameter	National <ul style="list-style-type: none"> <li>- Landfill Directive</li> <li>- Environment Agency RGN3<sup>1</sup></li> <li>- PPS10 (and companion guide)</li> </ul>	Regional - South East Plan	Local (Issues and options consultation document)	ESCC SA (October 2008) of the Issues and Options Consultation
		as Green Belt, Areas of Outstanding Natural Beauty or National Parks, if the objectives of more environmentally sustainable forms of waste management are to be met. This is particularly important in the South East because of the proportion of land covered by such designations and the pattern of high-density development. It is essential that waste facilities proposed in such areas are assessed in the light of local circumstances and national/regional policy, and are subject to good design and landscape character appraisal.	instance, but that failing the identification of suitable sites, it may be necessary to consider sites within the AONB.	

## Appendix B2 - Aerodromes Guidance Note

There are broadly two types of aerodrome. Those that are officially safeguarded and those that are not. There are regulations surrounding the officially safeguarded zones in relation to development that would have a harmful effect on their operation. In this instance (land disposal) it is limited to the risk of bird strike (see Annex B below for a description of this hazard).

Those zones that are officially safeguarded will have their areas agreed with either the Civil Aviation Authority (civil aerodromes) or the Secretary of State for Defence (military aerodromes). A full list of those officially safeguarded civil aerodromes is presented in Annex C below. A list of those officially safeguarded military aerodromes is available from:

The Head of Safeguarding  
 Defence Estates  
 Blakemore Drive  
 Sutton Coldfield  
 B75 7RL

Below is a summary of the safeguarding measures that trigger a consultation. It is important to note that it is the responsibility of the local planning authority to consult with the consultee (the aerodrome/technical site) and not the applicant.

		Civil	Military
	<b>Officially Safeguarded</b>	<b>Land disposal type development within 13km of an aerodrome</b>	<b>Land disposal type development within 12.87km of an aerodrome</b>
Safeguarding	<b>Not Officially Safeguarded</b>	<b>To be agreed with local authority but generally based on the above.</b>	<b>To be agreed with local authority but generally based on the above.</b>

It should be noted that, at the time of writing, there were no known officially safeguarded civil or military aerodromes in the WMCS area. However, the situation may change in the future and once a firmer location of disposal sites is established, a more detailed search will be necessary to identify any potential development conflict.

In addition, there is one known unofficially safeguarded aerodrome/technical site in East Sussex, namely in Wealden. This area is also subject to Policy BE20 which states *‘Development within the safeguarded areas for aerodromes and technical sites, as shown on the Proposals Map, will only be permitted if it would not prejudice the interests of defence, air transport and the safe and optimum operation and development of aerodromes and sites.’*

Below is an extract from the Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas Direction 2002. The extracted sections are those relevant to land disposal uses.

# The Town And Country Planning (Safeguarded Aerodromes, Technical Sites And Military Explosives Storage Areas) Direction 2002

## Annex A

The First Secretary of State as respects England and the National Assembly for Wales as respects Wales, in exercise of the powers conferred on them by articles 10(3), 14(1), 20(4) and 27 of the Town and Country Planning (General Development Procedure) Order 1995<sup>1</sup> and all other powers enabling them in that behalf, hereby direct as follows:

1. This Direction may be cited as the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 and shall come into force on 10 February 2003.

2. This Direction applies to England and Wales.

3. In this Direction-

"aerodrome" means any area of land or water designed, equipped, set apart, commonly used or in prospective use for affording facilities for the landing and departure of aircraft and includes any area of space, whether on the ground, on the roof of a building or elsewhere, which is designed, equipped or set apart for affording facilities for the landing or departure of aircraft capable of descending or climbing vertically, particulars of which have been furnished by the First Secretary of State, the National Assembly for Wales, the Civil Aviation Authority or the Secretary of State for Defence to the local planning authority or authorities for the area in which it is situated;

"consultee" means-

(a) in relation to a safeguarding map certified by the Civil Aviation Authority, the owner or operator of the aerodrome or technical site identified on that map; or

(b) in relation to a safeguarding map certified by the Secretary of State for Defence, the Secretary of State for Defence;

"military explosives storage area" means any area, including an aerodrome, depot or port, within which the storage of military explosives has been licensed by the Secretary of State for Defence, particulars of which have been furnished by the Secretary of State for Defence to the local planning authority or authorities for the area in which it is situated;

"safeguarding map" means-

(a) a map issued for the purpose of this Direction and certified by the Civil Aviation Authority to be the safeguarding map for the aerodrome or technical site; or

(b) a map issued for the purpose of this Direction and certified by the Secretary of State for Defence to be the safeguarding map for the aerodrome, technical site or military explosives storage area; and

"technical site" means-

(a) any area within which is sited or is proposed to be sited equipment operated by or on behalf of NATS Holdings Limited, any of its subsidiaries or such other person who holds a licence under Chapter I of Part I of the Transport Act 2000<sup>2</sup> for the provision of air traffic services, particulars of which have been furnished by the First Secretary of State, the National Assembly for Wales or the Civil Aviation Authority to the local planning authority or authorities for the area in which it is situated; or

(b) any area within which is sited or is proposed to be sited equipment operated by or on behalf of the Secretary of State for Defence for the provision of air traffic services, particulars of which have been furnished by the Secretary of State for Defence to the local planning authority or authorities for the area in which it is situated.

4. A local planning authority, before granting permission for the development of land forming the site of or in the neighbourhood of an aerodrome, technical site or military explosives storage area for which a safeguarding map has been furnished to the authority, shall, to the extent specified on such a safeguarding map in relation to particular parts shown thereon, consult the consultee.

5. For the purpose of consultation under this Direction the local planning authority shall furnish to the consultee a copy of the application for permission for the development in question together with copies of any submitted plans showing the location with a Grid Reference (to at least 6 figures each of Eastings and Northings) and the elevation of the site (to an accuracy of 0.25 metres above Ordnance Datum), together with particulars of the layout, dimensions and heights of buildings or works to which the application relates, and shall furnish such further information as is necessary to enable them to consider the application.

6. Subject to paragraph 7, a local planning authority which have given information to the consultee in accordance with paragraph 5 in respect of an application for planning permission to develop land within the area covered by a safeguarding map shall not grant planning permission for the development before the expiry of a period of 21 days beginning with the date advised in writing by the consultee as the date of receipt of the information.

7. If a local planning authority propose to grant permission for the development of land forming the site of or in the neighbourhood of an aerodrome, technical site or military explosives storage area, or to grant permission subject to conditions, contrary to the advice of the consultee, they shall notify-

(a) both the Civil Aviation Authority and the consultee; or

(b) the Secretary of State for Defence

as the case may be.

8. Where a local planning authority are required to notify in accordance with paragraph 7 they shall as soon as practicable send to those required to be notified the following information-

(a) a copy of the application (including any accompanying plans or drawings);

(b) a copy of the advice from the consultee about the proposed development;

(c) a statement providing sufficient information to demonstrate that, in reaching a decision on the application, they have assessed the application in the light of the guidance in Annex 2 of ODPM Circular 1/2003 (NAFW Circular 1/2003) Joint Circular from the Office of the Deputy Prime Minister, the Department for Transport and the National Assembly for Wales; and

(d) a statement of reasons for proposing to grant planning permission, or to grant permission subject to conditions, contrary to the advice of the consultee.

9. Subject to paragraph 10, where a local planning authority have provided notification in accordance with paragraph 7, they shall not grant planning permission for the development before the expiry of a period of 28 days from the date or, where there are two consultees, the last of the dates advised in writing by the consultee as the date of receipt of the information specified in paragraph 8.

10. If, before the expiry of the 28 day period mentioned in paragraph 9, the First Secretary of State or the National Assembly for Wales has notified the local planning authority that it is not intended to issue a Direction under section 77 of the Town and Country Planning Act 1990 in respect of that application, the local planning authority may proceed to determine that application.

11. Any safeguarding map under the authority of the Town and Country Planning (Aerodromes) Direction 1949, the Town and Country Planning (Aerodromes) Direction 1966, the Town and Country Planning (Aerodromes) Direction 1972, the Town and Country Planning (Aerodromes) Direction 1981 or the Town and Country Planning (Aerodromes and Technical Sites) Direction 1992 shall remain in force as if it was a safeguarding map which had been issued under this Direction until such time as it is withdrawn-

(a) in the case of a map issued in relation to a military aerodrome or technical site, by the First Secretary of State or the National Assembly for Wales as the case may be; or

(b) in the case of a map issued in relation to a civil aerodrome or technical site, by the Civil Aviation Authority.

12. The Town and Country Planning (Aerodromes and Technical Sites) Direction 1992 is cancelled by this Direction, save that it shall continue to apply to any application for planning permission to develop land which was made and not determined before this Direction comes into force.

Signed by authority of  
the First Secretary of State  
17 December 2002

M ASH  
An Assistant Secretary in the Office of  
the Deputy Prime Minister

Signed by authority of  
the Assembly Minister for the Environment  
20 December 2002

K POWELL  
A Head of Division in the National  
Assembly for Wales

<sup>1</sup> S.I 1995/419, to which there are amendments not relevant to this Direction. The functions of the Secretary of State under sections 59, 61(1), 65, 69, 71, 73(3), 74, 77(4), 78, 79(4), 188, 193, 196(4) and 333(7) of, and paragraphs 5,6,7(6), and 8(6) of Schedule 1 to, the Town and Country Planning Act 1990 (c.8), in so far as they are exercisable in relation to Wales, were transferred to the National Assembly for Wales by article 2 of and Schedule 1 to the National Assembly for Wales (Transfer of Functions) Order 1999, S.I. 1999/672, as amended by S.I. 2000/253.

## Exerts from Annex B

### Officially Safeguarded Civil or Military Aerodromes and Technical Sites

3. Certain civil aerodromes, selected on the basis of their importance to the national air transport system, are therefore officially safeguarded, in order to ensure that their operation and development are not inhibited by buildings, structures, erections or works which infringe protected surfaces, obscure runway approach lights or have the potential to impair the performance of aerodrome navigation aids, radio aids or telecommunication systems; by lighting which has the potential to distract pilots; or by developments which have the potential to increase the number of birds or the bird hazard risk. A similar official safeguarding system applies to certain military aerodromes, selected on the basis of their strategic importance. In order to determine the safety implications of a planning application for a development within the approach, take-off or circuit areas of an aerodrome, a safeguarding process is established with all the relevant local planning authorities. Because the safety of aircraft in United Kingdom airspace is often dependent on ground-based navigation and radio aids, certain civil technical sites currently owned by NATS Holdings Ltd or its subsidiaries and certain military technical sites owned by the Secretary of State for Defence are also officially safeguarded under a similar process.

4. A list of the currently officially safeguarded civil aerodromes referred to in the previous paragraph is set out in Annex 3. A list of the local planning authority areas containing civil en-route technical sites for which separate official safeguarding maps have been issued is set out in Annex 4. A list of the currently safeguarded civil technical sites can be obtained from the NATS

Group Property Department at One Kemble Street, London WC2B 4AP. A list of the currently safeguarded military aerodromes, technical sites and explosives storage areas can be obtained from Defence Estates at the address given in [paragraph 35](#).

## **Safeguarding Maps: Buildings, Structures, Erections and Works**

5. A site-specific safeguarding map is centred on the safeguarded aerodrome or technical site and shows colour-coded areas which in total equate to the extent of the safeguarded area. In the case of civil aerodromes the colour-coded areas are principally derived from a series of protected surfaces above and around the aerodrome which are defined in Annex 14 to the Chicago Convention and the Civil Aviation Authority's licensing guidance document CAP168. Their purpose is to indicate to a local planning authority those types of development upon which consultation is required. It is required if the height of any building, structure, erection or works would, as a result of the development, exceed the level indicated on the map for the relevant colour-coded area, in cases where the local planning authority are considering an application for full or outline planning permission, an application for the amendment of an outline planning permission, an application for the renewal of a planning permission or an application for the removal or modification of conditions imposed on a previous planning permission. The requirements for such consultation are described in the legend on the safeguarding map.

6. The importance of the consultation which the safeguarding process involves does not in practice relate solely to the height of buildings, structures, erections or works. Aerodrome operators employ a variety of navigational aids, radio aids and telecommunication systems in order to facilitate air traffic control and aircraft movements. In addition, at night or in low visibility conditions such as fog, pilots rely on approach and runway lighting to align themselves with the runway and to touch down at the correct point. A building or structure can, because of its size, shape, location or construction materials, act as a reflector or diffractor of the radio signals on which navigational aids, radio aids and telecommunication systems depend, while almost any development in the vicinity of these aids and systems has the potential to interfere with them. The colour coding on the safeguarding map is therefore designed to ensure that local planning authorities consult the relevant consultee on any proposed development in the vicinity of an aerodrome which has the potential to interfere with the operation of its navigational aids, radio aids and telecommunication systems. In addition the lighting elements of a development have the potential to distract or confuse pilots, particularly in the immediate vicinity of the aerodrome and of the aircraft approach paths. Any safeguarding assessment will therefore need to consider the impact of lighting proposals. Road lighting is referred to in more detail in [paragraph 12](#).

## **Aerodrome Safeguarding Maps: "Birdstrike" Hazard**

7. Birdstrikes are one of the major controllable hazards to aviation. Common birds have caused catastrophic accidents to all types of aircraft. Most birdstrikes occur on or near aerodromes but, because birds are very mobile, features far beyond an aerodrome boundary may increase the hazard. If a man-made development provides feeding, roosting or breeding opportunities, or shelter and security, it may, depending on the siting of the development and the species which it

attracts, increase the number of birds visiting or overflying an aerodrome or the number of birds in the airspace used by aircraft. Gulls and starlings congregate in very large overnight roosts and travel long distances daily, while waterfowl are large and often fly in close formation. There is only limited scope for taking action on aerodromes to counter these hazards, and safeguarding may be the only effective means of reducing the risk to aircraft in flight.

8. The primary aim is to guard against new or increased hazards caused by development. The most important types of development in this respect are: facilities intended for the handling, compaction, treatment or disposal of household or commercial wastes, which attract a variety of species, including gulls, starlings, lapwings and corvids; the creation or modification of areas of water such as reservoirs, lakes, ponds, wetlands and marshes, which attract gulls and waterfowl; nature reserves and bird sanctuaries; and sewage disposal and treatment plant and outfalls, which can attract gulls and other species. Planting trees and bushes normally creates a bird hazard only when it takes place relatively near to an aerodrome, but a potential starling roost site further away from an aerodrome can create a hazard. Mineral extraction and quarrying can also create a bird hazard because, although these processes do not in themselves attract birds, the sites are commonly used for landfill or the creation of wetland.

9. In order to protect aerodromes against these hazards, safeguarding maps include, in addition to the requirements related to the height of buildings and structures, a dotted circle, with a 13 kilometre radius in the case of civil aerodromes and an eight mile (about 12.87 kilometre) radius in the case of military aerodromes, centred on the safeguarded aerodrome reference point to indicate the area within which developments likely to attract birds require similar consultation. Local planning authorities are required to consult the relevant consultee before granting planning permission for any development within the relevant radius of an officially safeguarded civil or military aerodrome which is likely to attract birds. Whether or not a development is likely to attract birds will depend on a number of factors. A local planning authority will need to consider not only the individual potential bird attractant features of a proposed development but also whether the development, when combined with existing land features, will make the safeguarded area, or parts of it, more attractive to birds or create a hazard such as bird flightlines across aircraft flightpaths.

### **Other Civil Aerodromes**

13. Operators of licensed aerodromes which are not officially safeguarded, and operators of unlicensed aerodromes and sites for other aviation activities (for example gliding or parachuting) should take steps to protect their locations from the effects of possible adverse development by establishing an agreed consultation procedure between themselves and the local planning authority or authorities. One method, recommended by the Civil Aviation Authority to aerodrome licensees, is to lodge a non-official safeguarding map with the local planning authority or authorities. Local planning authorities are asked to respond sympathetically to requests for non-official safeguarding. The general advice in this Annex is applicable to non-officially as well as to officially safeguarded aerodromes, but the requirements of the Direction at Annex 1 will not

apply. The Civil Aviation Authority is prepared to offer advice on the preparation of a non-official safeguarding map at the request of any aerodrome operator or local planning authority.

### **Annex 3: Officially Safeguarded Civil Aerodromes**

#### **England**

Biggin Hill	London Gatwick
Birmingham	London Heathrow
Blackpool	London Stansted
Bournemouth	Luton
Bristol	Manchester
Carlisle	Newcastle
Coventry	Norwich
East Midlands	Oxford
Exeter	Penzance
Humberside	Plymouth
Leeds Bradford	Southampton
Liverpool	Southend
London City	Teesside

#### **Wales**

Cardiff

## Appendix B3 - Opportunity Area Evaluation Proforma

Example Pro Forma for Landraising Opportunity Areas (OAs)

<b>INTRODUCTION</b>
<b>ID:</b>
<b>Description of OA and present use(s):</b>
<b>Description of surrounding uses:</b>
<b>Date of appraisal:</b>
<b>Appraised by:</b>
<b>Photograph Numbers:</b>

<b>LEVEL 1 – OA VISIT DATA – Constraints</b>	
<b>Communities</b>	
<b>1. What is the distance to the nearest dwelling?</b>	<b>Adjacent</b> ≤ 50m ≤ 100m ≤ 250m ≤ 500m Over 500m
<b>2. What is the distance to the nearest sensitive receptors existing or proposed (e.g. schools, hospitals, sensitive business uses, airfields, public or outdoor recreation uses, and tourist / visitor attractions) ? please note which type(s) of receptor(s) applies to which distance</b>	<b>Adjacent</b> ≤ 50m ≤ 100m ≤ 250m ≤ 500m Over 500m
<b>3. Does the OA have public footpaths and rights of way running through or immediately adjacent to its provisional borders?</b>	<b>Yes / No / Possibly – needs investigation</b>
<b>4. In terms of topography, is the site raised above or below the surrounding uses?</b>	<b>Raised above</b> <b>Below</b> <b>At the same level</b>

5. Is the site visible from any residential properties?	Yes / No / Possibly – needs investigation		
6. Is the site visible from any public or private view points?	Yes / No / Possibly – needs investigation		
7. What, if any, is the nature (type, height, location on boundary) of any screening on site? Please note that screening both around and within the OA should be considered	Fairly substantial tree belts on some boundaries.		
<b>Nature conservation</b>			
8. Is there potential for the site to be home to protected species (bats, badgers, great crested newts etc)?	Unlikely / Possibly – needs investigation		
9. Please note what, if any, vegetation is present on site? (eg. Woodland, scrubland, fields etc) and whether or not this may be seasonally related			
<b>Indicative Traffic and Access Assessment</b>			
10. How would the site be accessed from the SRN (A-class roads)?	A) an existing direct access to an A-road. B) via a secondary road C) via a dedicated new access road ( to be constructed – please estimate possible length)		
11. How suitable is the local road network for HGV traffic?	<table border="1"> <tr> <td data-bbox="435 1305 694 1671">a. If there is an existing access, is it broadly suitable for HGV traffic?</td> <td data-bbox="694 1305 1437 1671">Yes / No / Possibly – needs investigation (record any obvious engineering constraints to its improvement? (e.g. existing buildings, narrow access point or highway at possible access point, visibility issues or sudden/severe changes in levels and physical barriers (e.g. water courses))</td> </tr> </table>	a. If there is an existing access, is it broadly suitable for HGV traffic?	Yes / No / Possibly – needs investigation (record any obvious engineering constraints to its improvement? (e.g. existing buildings, narrow access point or highway at possible access point, visibility issues or sudden/severe changes in levels and physical barriers (e.g. water courses))
a. If there is an existing access, is it broadly suitable for HGV traffic?	Yes / No / Possibly – needs investigation (record any obvious engineering constraints to its improvement? (e.g. existing buildings, narrow access point or highway at possible access point, visibility issues or sudden/severe changes in levels and physical barriers (e.g. water courses))		

	<p><b>b. If a new access road would need to be constructed, are there any obvious constraints?</b></p>	<p><b>Yes / No / Possibly – needs investigation (record any obvious engineering constraints to its improvement (e.g. existing buildings, narrow access point or highway, visibility issues or changes in levels and physical barriers (e.g. water courses, substantial trees))</b></p>														
<p><b>For sites where access could be achieved via a secondary road: n/a</b></p>																
	<p><b>c. Is the most constrained part of the route to the A-Class road suitable for HGV movements in terms of:</b></p>	<table border="1"> <tr> <td colspan="2" data-bbox="692 745 1321 786"> <p><b>Tick or cross the following:</b></p> </td> </tr> <tr> <td data-bbox="692 786 1321 819"> <p><b>Is it wide enough for HGV's to pass?</b></p> </td> <td data-bbox="1321 786 1441 819"></td> </tr> <tr> <td data-bbox="692 819 1321 853"> <p><b>Is the road marked (central white lines)?</b></p> </td> <td data-bbox="1321 819 1441 853"></td> </tr> <tr> <td data-bbox="692 853 1321 887"> <p><b>Is the surface suitable for HGV's?</b></p> </td> <td data-bbox="1321 853 1441 887"></td> </tr> <tr> <td data-bbox="692 887 1321 947"> <p><b>Are there any sharp, potentially hazardous bends?</b></p> </td> <td data-bbox="1321 887 1441 947"></td> </tr> <tr> <td data-bbox="692 947 1321 981"> <p><b>Are there any obvious height constraints ?</b></p> </td> <td data-bbox="1321 947 1441 981"></td> </tr> <tr> <td data-bbox="692 981 1321 1041"> <p><b>Are there any residential properties where visibility of access is restricted?</b></p> </td> <td data-bbox="1321 981 1441 1041"></td> </tr> </table>	<p><b>Tick or cross the following:</b></p>		<p><b>Is it wide enough for HGV's to pass?</b></p>		<p><b>Is the road marked (central white lines)?</b></p>		<p><b>Is the surface suitable for HGV's?</b></p>		<p><b>Are there any sharp, potentially hazardous bends?</b></p>		<p><b>Are there any obvious height constraints ?</b></p>		<p><b>Are there any residential properties where visibility of access is restricted?</b></p>	
<p><b>Tick or cross the following:</b></p>																
<p><b>Is it wide enough for HGV's to pass?</b></p>																
<p><b>Is the road marked (central white lines)?</b></p>																
<p><b>Is the surface suitable for HGV's?</b></p>																
<p><b>Are there any sharp, potentially hazardous bends?</b></p>																
<p><b>Are there any obvious height constraints ?</b></p>																
<p><b>Are there any residential properties where visibility of access is restricted?</b></p>																
	<p><b>Does the route to an A-class road pass through residential areas or past schools etc?</b></p>	<p><b>Yes / No / Possibly – needs investigation</b></p>														
	<p><b>Are there any physical constraints affecting the route to the A-class road (bridges, level crossings etc)</b></p>	<p><b>Yes / No / Possibly – needs investigation</b></p>														
	<p><b>Is the route to the A-class road congested?</b></p>	<p><b>Yes / No / Possibly – needs investigation</b></p>														
	<p><b>Are there any obvious safety hazards that could be created or exacerbated?</b></p>	<p><b>Yes / No / Possibly – needs investigation</b></p>														

	<p><b>Is there noticeable congestion in the immediate area?</b></p>	<p><b>Yes / No / Possibly – needs investigation</b></p>
	<p><b>Additional Comments:</b></p>	
<p><b>Utilities/Engineering</b></p>		
<p><b>12. Are there any visible utilities infrastructure on / over / under the site? (e.g. power lines, sewers etc.)</b></p>	<p><b>Yes / No / Possibly – needs investigation</b>  <b>If yes, please specify nature and indicate the approximate location of it/them within the OA</b></p>	
<p><b>13. Are there any obvious engineering constraints? (e.g. springs/waterlogged areas, minor watercourses, topography etc)</b></p>	<p><b>Yes / No / Possibly – needs investigation</b>  <b>If yes, please specify nature and indicate the approximate location of it/them within the OA</b></p>	
<p><b>14. Are there any obvious divisions within the site that would lend themselves to enable the OA to be segregated, such a changes in level, major screening provisions? (eg into operational and non-operational parts, such as visibility buffers)</b></p>	<p><b>Yes / No / Possibly – needs investigation</b>  <b>If yes, please specify nature and indicate the approximate location of it/them within the OA</b></p>	

<p>15. In terms of topography, if relative levels vary across the OA, please provide an approximation of the relative proportions and/or the variation across it</p>	<p>Raised above – high point located ... Set below – low point located ..... At or around the same level</p>
<p>16. Is there any indication of the presence of natural materials within the OA that could be used in conjunction with its development? (eg. past/present mineral workings, soil/sand exposures, obvious soil depth)</p>	<p>Yes / No / Possibly – needs investigation If yes, please specify nature and indicate the approximate location of it/them within the OA</p>
<p><b>Environment</b></p>	
<p>17. Describe the topography of the OA. (please pay close attention to changes in slope, the presence of obvious high/low spots, any man-made features, etc)</p>	
<p>18. Are there any other physically limiting factors apparent on site (such as standing water, rivers, unmade roads etc). If so, please state.</p>	

**LEVEL 2 – SITE VISIT DATA – Opportunities**

**Sustainable transport**

<p>19. Is there a navigable waterway or wharf adjacent or very close to the site?</p>	<p>Yes / No / Possibly – needs investigation</p>
<p>20. Is there a railway line adjacent to or very close to the site?</p>	<p>Yes / No / Possibly – needs investigation</p>

**Land Ownership**

<p>21. Record any land ownership information</p>	
--	--

**CONCLUSIONS**

**Severe constraints identified at OA with no chance of mitigation. Site to no longer be progressed.**

**Significant constraints identified requiring further investigation before OA can be progressed.**

**Some constraints identified requiring modest mitigation. OA suitable in principle.**

**Record general conclusions on constraints, opportunities and deliverability issues of the site for accommodating waste management facilities**

**Potential mitigation measures**

**In light of the appraisal above, are there any potential mitigation measures which might be necessary for development on the site?**

## Appendix B4 - Opportunity Area Assessment Summary

ID	Estimated Area (hectares)	Landscape Assessment	Site Evaluation Summary (Short list)
1	64	Low - higher ground Moderate - in lower areas	<p><b>Amber (Category I)</b></p> <ul style="list-style-type: none"> <li>• Possible adverse impact on Halland Park Farm Listed Building situated on northern border of OA. ACA advises of six listed buildings within the area, including important 18thC. country house and grounds.</li> <li>• An area of Scheduled Ancient Woodland could restrict area</li> <li>• Potential negative impact on longer distance views from the south.</li> </ul> <p><i>Assessment Note: Consider jointly with site 23.</i></p>
2	63	Low - none	<p><b>Amber (Category II)</b></p> <ul style="list-style-type: none"> <li>• Potential land ownership issues - Stud Farm</li> <li>• Potential access problems - from A22 restricted by road alignment and properties</li> <li>• Potentially negative visual impact on several properties</li> <li>• Amenity impacts potentially difficult to mitigate for (East Hoathly &lt;250m)</li> <li>• Potentially less suitable topography - General form of land, apart from lower part towards 24 west. Stream.</li> </ul>
20	37	Low	<p><b>Amber (Category II)</b></p> <ul style="list-style-type: none"> <li>• Amenity impacts potentially difficult to mitigate for (&lt; 250m from Whitesmith)</li> <li>• Potential access problems - from A22 due to close proximity to properties, and potentially subject to poor sight-lines</li> <li>• Potential land ownership issues - Stud Farm</li> <li>• Potentially less suitable topography - not obviously favourable topography. Water body.</li> <li>• Potential engineering issue - water course present, although significance unknown</li> </ul>
23	32	Low - higher ground Moderate - in lower areas	<p><b>Amber (Category I)</b></p> <ul style="list-style-type: none"> <li>• Possible adverse impact on Halland Park Farm Listed Building situated on northern border of OA</li> <li>• An area of Scheduled Ancient Woodland could restrict area</li> <li>• Potential negative impact on longer distance views from the south.</li> </ul> <p><i>Assessment Note: Consider jointly with site 1.</i></p>
24		Low	<p><b>WEST Amber (Category II)</b></p> <ul style="list-style-type: none"> <li>• Stud Farm</li> <li>• Access from A22 restricted by road alignment and properties</li> <li>• Visibility from several properties</li> <li>• &lt;250m East Hoathly</li> <li>• General form of land, apart from lower part towards 24 west</li> </ul> <p><b>EAST Amber (Category II)</b></p> <ul style="list-style-type: none"> <li>• &lt; 250m from Whitesmith</li> <li>• Access from A22 would be close to properties, and possibly subject to poor sight-lines</li> <li>• Stud Farm (land ownership)</li> <li>• Not obviously favourable topography. Divided by road.</li> <li>• Water course present, although significance unknown</li> </ul>
25		Low-none	<p><b>Amber (Category II)</b></p> <ul style="list-style-type: none"> <li>• Access constrained by properties and woodland</li> <li>• SAW may restrict area</li> <li>• &lt;100m from stud farm and residential properties</li> <li>• Unfavourable topography / negative landscape assessment. Divided by roads.</li> </ul>
26	28	Low-none	<p><b>Amber (Category II)</b></p> <ul style="list-style-type: none"> <li>• Potential access problems - new access from A22 required</li> <li>• Potential negative impact on Ancient Path</li> <li>• An area of Scheduled Ancient Woodland could restrict area</li> <li>• Amenity impacts potentially difficult to mitigate for (&lt;250m from residential properties and approx. 500m from golf course)</li> </ul>

ID	Estimated Area (hectares)	Landscape Assessment	Site Evaluation Summary (Short list)
14	32	Low	<p><b>Red</b>                      Utilities/Engineering Constraints:                      • Numerous mature trees on site                      • Stream at centre of OA                      • Major power line (300-400kv) and minor road running across site</p>
15	46	Low-none	<p><b>Amber (Category II)</b>                      • Potential access problems - access via unclassified road affecting properties. Would require improvements                      • Potential negative impact on longer distance views from settlements</p>
16	44	Low	<p><b>Amber (Category I)</b>                      • Potentially less suitable topography - does not lend itself to being filled, but potential to excavate (see assessment note)                      • Amenity impacts: area is near to Grisling Common but likely to be able to maintain 25m buffer.                      • Possible adverse impact on Listed Building at Buckham Hill House. ACA advises of presence of medieval settlement complex (Barkham) and that visual impact on Barkham Manor should be considered.                      • Potential engineering issue - River Ouse at western and southern boundaries                      • Potential utilities issue - High tension power lines restrict south-western extent.                      Assessment note: Area is borderline Category I/II, particularly in terms of engineering assessment. Provisional Category I, pending further more detailed assessment.</p>
17	35	Low - none	<p><b>Amber (Category II)</b>                      • Potential negative impact on Cukoo Trail                      • Potential access problems - New access from A267 required (constrained by fast, unrestricted road, with generally poor sight-lines and residential properties)                      • Potentially negative visual impact on several residential properties off A267 (&lt;250m) and from higher ground to east.</p>
18	30	Low-none	<p><b>Red</b>                      Access constraints                      Remoteness</p>
19	31	Moderate	<p><b>Amber (Category I)</b>                      • Potential access problems - new access from A267 required, but clear sight-lines                      • Possible negative amenity impacts (&gt;250m from Hellingly, Lower Horsebridge and Lower Dicker)                      • Possible adverse impact on Broad Farm Listed Building. ACA advises of requirement to consider potential visual impact on medieval village of Hellingly, area of woodland dating from medieval period (Boggy Wood) and most of the area is within the Higher Level Stewardship Agreement. However, site has lowest archaeological potential of the 'Category I' OAs.                      • Good existing screening to all aspects other than A267 (south-east)</p>
21	34	Low - none	<p><b>Amber (Category II)</b>                      • Potential negative impact on Cukoo Trail                      • Potential access problems - New access from A267 required (constrained by fast, unrestricted road, with generally poor sight-lines and residential properties)                      • Potentially negative visual impact on several residential properties off A267 (&lt;250m) and from higher ground to east.</p>
22	29	Low	<p><b>Amber (Category II)</b>                      • Potential negative impact on Cukoo Trail                      • Potential access problems - New access from A267 required (constrained by fast, unrestricted road, with generally poor sight-lines and residential properties)                      • Potentially negative visual impact on several residential properties off A267 (&lt;250m) and from higher ground to east.</p>
27		Low-moderate	<p><b>Amber (Category II)</b>                      • New access required from A22 – alignment not ideal                      • Possibly &lt;25ha when take out pond and golf course area. Divided by roads.                      • Views from Little Horsted development, associated church and golf-course club house</p>

ID	Estimated Area (hectares)	Landscape Assessment	Site Evaluation Summary (Short list)
28	29	Low	<p><b>Red</b></p> <ul style="list-style-type: none"> <li>• Engineering constraint - narrow point limits site size to below 25ha</li> <li>• Access constraint - new access from A22 required, existing access via unclassified and unsuitable road through residential area</li> <li>• Negative amenity impacts on Lavender Line</li> <li>• Amenity impacts potentially difficult to mitigate for (&lt;250m Isfield)</li> <li>• Views from Isfield / Isfield Place</li> </ul>
3		Low	<p><b>Amber (Category II)</b></p> <ul style="list-style-type: none"> <li>- Longer distance views from SDNP</li> <li>- Access – new access from A27 required – 6 – or major upgrade of unclassified road -3</li> <li>- Access over railway required to release 3</li> <li>- Less suitable topography – would need to raise existing dome/ridge</li> <li>- Approx 100m from residential properties at closest, although could be engineered to be further away</li> <li>- Potential impact on setting of Sherington Manor (listed) – (site 6 only)</li> </ul>
4		Low	<p><b>Amber (Category II)</b></p> <ul style="list-style-type: none"> <li>• Possibly unsuitable geology (requires clarification)</li> <li>• Access via unclassified road; only 7 likely to be suitable, and road and junction require upgrade</li> <li>• Within 250m of Selmeston and Berwick Station settlements</li> <li>• Approx 100m from residential properties</li> <li>• Vanguard Way long distance path crosses part of site</li> </ul>
5		Low	<p><b>Amber (Category I)</b></p> <ul style="list-style-type: none"> <li>• Potential negative impact on longer distance views from SDAONB / SDNP.</li> <li>• Possible adverse impact on Bushy Lodge Farm Listed Building, but site likely to be able to be engineered to be &gt;250m and to minimise impact on setting of Listed Building to an acceptable level. Requires further investigation. ACA advises of very high archaeological potential.</li> <li>• Potential access problems - access upgrade required from A27 and route across railway</li> <li>• Potential engineering issue - watercourses on site?</li> </ul>
6	37 (more likely geology)	Low-none	<p><b>Amber (Category II)</b></p> <ul style="list-style-type: none"> <li>• Potential negative impact on longer distance views from SDNP.</li> <li>• Potential access problems - new access from A27 required or major upgrade of unclassified road</li> <li>• Less suitable topography – would need to raise existing dome/ridge</li> <li>• Amenity impacts potentially difficult to mitigate for (approx. 100m from residential properties, although could be engineered to be further away)</li> <li>• Possible adverse impact on the setting of Sherington Manor Listed Building.</li> </ul>
7		Low-none	<p><b>Amber (Category II)</b></p> <ul style="list-style-type: none"> <li>• Possibly unsuitable geology (could be red - requires clarification)</li> <li>• Access via unclassified road; only 7 likely to be suitable, and road and junction require upgrade</li> <li>• Within 250m of Selmeston and Berwick Station settlements</li> <li>• Approx 100m from residential properties</li> <li>• Vanguard Way long distance path crosses part of site / negative landscape assessment</li> </ul>
8	38	Low-none	<p><b>Amber (Category II)</b></p> <ul style="list-style-type: none"> <li>• Potential access problems - new access from A22 constrained by properties</li> <li>• Amenity impacts potentially difficult to mitigate for (&lt;250m from residential properties)</li> <li>• Potential negative impact on ancient footpath</li> <li>• Potential negative impact on views from surrounding properties/settlements (Lower Dicker and Golden Cross)</li> </ul>

ID	Estimated Area (hectares)	Landscape Assessment	Site Evaluation Summary (Short list)
29	30	Moderate	<p><b>Amber (Category I)</b></p> <ul style="list-style-type: none"> <li>• Potential access problems - new access from B2124 required. Limited opportunities for access points. Some properties front onto B2124 between A22 and likely access point.</li> <li>• Amenity impacts potentially difficult to mitigate for (&lt;250m from some residential properties, approximately 250-500m from Deanland Wood Park)</li> <li>• Potential engineering issues - &lt;500m from airfield, would need large area in order to achieve any reasonable dome (cost penalties). ACA advises of coincidence of site with site of WWII military airfield.</li> </ul>
9	25	Low	<p><b>Red</b></p> <ul style="list-style-type: none"> <li>• Utilities constraint - site of Southern water Reservoir (check with DC Team)</li> <li>• Scheduled ancient monument on the boundary of the site.</li> </ul>
10	35 (more likely geology)	Low	<p><b>Amber (Category II)</b></p> <ul style="list-style-type: none"> <li>• Amenity impacts potentially difficult to mitigate for (Large house within 100m of site and overlooks site. Around 250m from Barcombe.)</li> <li>• Possible adverse impact on Listed Buildings at Barcombe near pub.</li> <li>• Potential access problems - requires new access from A Road</li> </ul>
11		None	<p><b>Red</b></p> <ul style="list-style-type: none"> <li>• Engineering constraint - Unclassified road bisects site, area either side is &lt; 25ha.</li> <li>• Engineering constraint - Liable to flooding? – check flood risk sieve</li> </ul>
12	28	None	<p><b>Amber (Category II)</b></p> <ul style="list-style-type: none"> <li>• Raised landscape, open views / negative landscape assessment.</li> <li>• Access requires upgrade of junction and unclassified road</li> <li>• Close proximity to River Ouse requires investigation</li> </ul>
13	25 (more likely geology)	Low-none	<p><b>**Red - no longer within AoS after adjustments to the boundaries to include the SDNP**</b></p> <p><b>Amber ((Category II)</b></p> <ul style="list-style-type: none"> <li>• Potential negative impact on longer distance views from SDAONB / SDNP.</li> <li>• Potential access problems - New access from A Road required</li> <li>• Amenity impacts potentially difficult to mitigate for (&lt;250m of residential properties)</li> <li>• Less suitable topography</li> </ul>
30		low-none	<p><b>Red</b></p> <ul style="list-style-type: none"> <li>• Engineering constraint - reservoir cuts into site – only southern part of site developable - site too small</li> <li>• Engineering constraint - water quality risk</li> </ul>
31	33	Low-none	<p><b>**Red - no longer within AoS after adjustments to the boundaries to include the SDNP**</b></p> <p><b>Amber (Category II)</b></p> <ul style="list-style-type: none"> <li>• Potential negative impact on longer distance views from SDAONB / SDNP.</li> <li>• Potential access problems - New access from A Road required</li> <li>• Amenity impacts potentially difficult to mitigate for (&lt;250m of residential properties)</li> <li>• Less suitable topography</li> <li>• NE designation / ESA</li> <li>• Roman Road?</li> </ul>