



## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

**DECISIONS** to be made by the Lead Member for Transport and Environment,  
Councillor Carl Maynard

**MONDAY, 19 DECEMBER 2016 AT 10.00 AM**

**COMMITTEE ROOM, COUNTY HALL, LEWES**

### **AGENDA**

- 1 Decisions made by the Lead Cabinet Member on 17 October 2016 (*Pages 3 - 4*)
- 2 Disclosure of Interests  
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
- 3 Urgent items  
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
- 4 A27 East of Lewes improvement scheme - proposed consultation response (*Pages 5 - 14*)  
Report by the Director of Communities, Economy and Transport
- 5 Waste and Minerals - Monitoring Report 2015/16 and Local Aggregate Assessment 2016 (*Pages 15 - 26*)  
Report by the Director of Communities, Economy and Transport
- 6 Any urgent items previously notified under agenda item 3

PHILIP BAKER  
Assistant Chief Executive  
County Hall, St Anne's Crescent  
LEWES BN7 1UE

9 December 2016

Contact Simon Bailey, Democratic Services Officer,  
01273 481935  
Email: [simon.bailey@eastsussex.gov.uk](mailto:simon.bailey@eastsussex.gov.uk)

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## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Carl Maynard, on 17 October 2016 at County Hall, Lewes

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Councillor Daniel spoke on item 5 (see minute 18)

Councillor Tutt spoke on item 4 (see minute 17)

### 15 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 19 SEPTEMBER 2016

15.1 RESOLVED to approve as a correct record the minutes of the meeting held on 19 September 2016.

### 16 REPORTS

16.1 Reports referred to in the minutes below are contained in the minute book.

### 17 PETITION CALLING ON THE COUNTY COUNCIL TO INTRODUCE CHANGES TO PARKING RESTRICTIONS NEAR LANGNEY COUNTY PRIMARY SCHOOL

17.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

17.2 Ms Tanya Ridley, the Lead Petitioner spoke to request further consideration of parking for parents and carers.

#### DECISION

17.3 RESOLVED to advise the petitioners that their request to change parking restrictions near Langney County Primary School will be progressed to consultation as part of the current review of parking restrictions in Eastbourne.

#### Reasons

17.4 Any new requests for changes to parking restrictions must have local support. The proposals set out in Appendix 1 of the report will improve safety and help address the concerns raised by the petitioners, so the scheme will be progressed as part of the formal Traffic Regulation Order consultation, scheduled to take place in December 2016.

### 18 PETITION CALLING ON THE COUNTY COUNCIL TO EXTEND THE EXISTING DOUBLE YELLOW LINES IN OLIVER CLOSE, HASTINGS

18.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

18.2 Mrs Sarah Venn, the Lead Petitioner, spoke in support of the recommendation.

#### DECISION

18.3 RESOLVED to advise the petitioners that their request to change parking restrictions in Oliver Close, Hastings will be progressed to consultation as part of the current review of parking restrictions in Hastings.

#### Reasons

18.4 Any new requests for changes to parking restrictions must have local support. The proposals set out in Appendix 1 of the report will improve safety and help address the concerns raised by the petitioners, so the scheme will be progressed as part of the formal Traffic Regulation Order consultation on parking restrictions in Hastings.

### 19 PETITION CALLING ON THE COUNTY COUNCIL TO INTRODUCE PARKING RESTRICTIONS AT THE TOP END OF ST JOHNS ROAD, ST LEONARDS ON SEA

19.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, together with correspondence from the Lead Petitioner received following publication of the agenda and report.

#### DECISION

19.2 RESOLVED to advise the petitioners that their request to change parking restrictions in St Johns Road, St Leonards on Sea has been declined.

#### Reasons

19.3 Any new requests for changes to parking restrictions must have local support. The majority of signatures on the petition would not be eligible if a permit scheme were introduced. If the petitioner can show support from the residents of nearby roads, the request can be considered as part of a future review of parking in the area.

<b>Report to:</b>	<b>Lead Member for Transport and Environment</b>
<b>Date of meeting:</b>	<b>19 December 2016</b>
<b>By:</b>	<b>Director of Communities, Economy and Transport</b>
<b>Title:</b>	<b>A27 East of Lewes Improvement Scheme – Proposed Consultation Response</b>
<b>Purpose:</b>	<b>To seek Lead Member approval for the County Council’s consultation response to Highways England’s consultation on smaller scale improvements to the A27 between Lewes and Polegate.</b>

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**RECOMMENDATION:** The Lead Member is recommended to approve the County Council’s proposed response to Highways England’s consultation on smaller scale improvements to the A27 between Lewes and Polegate

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## **1 Background Information**

1.1 The A27 from Falmer to Pevensey, along with the A21 (except in Hastings), the A259 from Pevensey to Guldeford (except in Hastings) and the A26 (from Beddingham to Newhaven) form the strategic road network within the county and is the responsibility of Highways England (HE).

1.2 There has been significant under investment in the A27 over the last 50 years and as a consequence the road is currently not fit for purpose to fulfil its function of carrying strategic and long distance traffic. In 2013, the Government announced a series of improvement studies to help identify and fund solutions to tackle some of the notorious and long standing hotspots in the country. One of these studies focussed on the A27 corridor between Portsmouth and Pevensey. Following an analysis of the evidence available and the potential issues / future pressures that may arise, the feasibility improvement study identified three priority areas along the A27 corridor for further consideration – Arundel, Worthing and east of Lewes.

1.3 For east of Lewes, the study identified that there were considerable operational issues in terms of network performance, journey time reliability, safety and resilience. The study considered the potential options – ranging from localised bypasses to more comprehensive offline solutions to address these issues, with an assessment of the strength of the economic case including whether they demonstrated value for money and were deliverable.

1.4 Following the outcomes of the A27 improvement study in 2014, the Chancellor in his 2014 Autumn Statement and subsequently the Department for Transport’s (DfT) Roads Investment Strategy: Investment Plan published in March 2015, identified that around £75m had been set aside for improvements east of Lewes. A summary of the A27 Feasibility Study outcomes is at **Appendix 1**.

1.5 Notwithstanding, the A27 Reference Group, which brings together local MPs, local authority leaders and the Local Enterprise Partnerships (LEP’s) along with the business community, lobbied Government and HE at the time, and continue to do so, for an offline dual carriageway improvement to the A27 between Lewes and Polegate to support economic growth in the county. The case for a more comprehensive solution focuses on supporting the delivery of the planned growth in the Eastbourne / South Wealden area as well as additional housing and employment space coming forward in the Hailsham / Polegate area through Wealden’s Local Plan review.

## **2. Supporting Information**

2.1 The DfT and HE appointed consultants to take forward the development of the smaller scale capacity improvements and sustainable transport improvements using the available funding in the Roads Investment Strategy. HE and their consultants have been developing these proposals over the last 12 months and HE consulted on their proposals between 28 October and 8 December. These proposals include schemes at Selmeston, Drusillas Roundabout, Wilmington and Polegate.

2.2 Further details of Highways England’s proposed smaller scale capacity improvements for the A27 east of Lewes are at **Appendix 2**. A copy of the HE’s consultation document is available in the Members Room.

2.3 HE have proposed the enlargement of the existing roundabout near Drusillas to provide two lane entry on the A27 arms of the junction thereby increasing its capacity. The junction is a congestion hotspot on the A27, particularly during the morning and evening peaks, and also provides access to Alfriston and Drusillas Park to the south as well as Berwick Station to the north. From HE's assessment, this will have significant beneficial effects in terms of improved journey time and reliability; no significant environmental effects and a very high benefit to cost ratio. It is recommended that this proposal is supported.

2.4 In addition, HE have put forward proposals for improving the capacity of the existing A27 / A2270 signalised junction at Polegate with two further options which incrementally improve the link between the junction and the Cophall roundabout. Whilst all of the proposals will result in reduced congestion at the junction at peak times and all have very high benefit:cost ratios, it is recommended that the proposal which involves railway bridge widening and the provision of two lanes in both directions between the A27 / A2270 and Cophall Roundabout junctions is supported. Whilst it is the most expensive of the three options, it offers a greater journey time saving through the junction compared to the other two options as well as larger benefits in terms of journey reliability and safety. With the current proposals, residents in Brown Jack Avenue in Polegate wanting to turn right and then travel up to the Cophall Roundabout will not be able to do so and will have to use Gainsborough Lane further along the A27. This will need to be reviewed should these proposals come forward, to ensure that residents in Brown Jack Avenue are able to make all traffic movements into and out of the junction as at present.

2.5 Three options have been put forward for the Selmeston area – a new bypass to the far south of the village, a bypass close to the village and upgrading the existing A27 through Selmeston. Whilst all of the options do provide some slight benefits in terms of safety, none offer significantly beneficial journey time savings – between 15 and 60 seconds – relative to the costs ranging from £45 to £55m. The two bypass options will also encroach on the South Downs National Park. As a consequence, the benefit:cost ratios (BCR) for all options are poor with a BCR of 0 for upgrading the existing route through the village, and 0.5 and 0.8 for the near and far southern bypass options respectively. Therefore, as the benefits do not justify the potential level of investment required, it is recommended that none of the Selmeston options put forward are supported.

2.6 HE have consulted on two options for the Wilmington crossroads junction both of which would create a staggered junction, with one upgrading the pedestrian islands and the other providing an underpass in order to improve crossing on foot at the junction. Both options produce slight benefits in terms of journey time savings and reliability as well as to safety and community severance at the junction. However, the costs range between £10 – £12m and as a consequence both options represent poor value for money with a BCR of 0.9 for both. On this basis, it is recommended that neither of these options are supported.

2.7 HE are also proposing the introduction of a shared use path for pedestrians and cyclists along the length of the A27. At present, there is a shared use facility between Southerham Roundabout and Burgh Lane and, as proposed, this would be continue to the north of the A27 to Selmeston where it would cross and continue south of the A27 to Polegate. It is recognised there would be slight benefits as a result of fewer delays from traffic overtaking cyclists and reducing the risk of accidents involving pedestrians and cyclists on the A27 as well as greater benefits in linking communities along the A27. However, the number of pedestrians and cyclists likely to use the route are still only going to be relatively small to justify the level of investment, hence the poor benefit:cost ratio of 0.9. Therefore, it is recommended that HE need to demonstrate the potential need for the route to justify the level of investment being proposed.

2.8 Our support for the Polegate and Drusillas roundabout proposals is on the proviso that we would not want to see these smaller scale improvements compromise our wider ambitions for more comprehensive improvements between Lewes and Polegate coming forward.

### **3. Conclusion and Reasons for Recommendations**

3.1 Following the outcomes of the A27 Feasibility Improvement Study in 2014, £75m was allocated in the DfT's Roads Investment Strategy towards a package of smaller scale improvements to the A27 east of Lewes. HE have developed a series of proposals which are currently subject to consultation.

3.2 It is recommended that the County Council advises HE in our consultation response that we do not support the proposals for Wilmington and Selmeston which have been assessed as offering poor value for money and that further work is required to justify the need for the shared footway / cycleway along the whole length of the A27. It is also recommended that we support the proposals to improve the Drusillas roundabout and the improvement to the A27 / A2270 signalised junction along with the railway bridge widening and provision of two

lanes in both directions between the A27 / A2270 and Cophall Roundabout junctions which both offer very high value for money. This support is on the proviso that these proposed smaller scale improvements do not compromise our, and our local authority and business partners', wider ambitions for a more comprehensive improvement between Lewes and Polegate coming forward.

**RUPERT CLUBB**

Director of Communities, Economy and Transport

Contact Officer: Jon Wheeler

Tel. No. 01273 482212

Email: [jon.wheeler@eastsussex.gov.uk](mailto:jon.wheeler@eastsussex.gov.uk)

LOCAL MEMBERS:

All

BACKGROUND DOCUMENTS:

None

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## 1 A27 Feasibility Improvement Study

### Context

- 1.1 The A27 improvement study was one of a series announced by the Government in 2013 to help identify and fund solutions to tackle some of the notorious and long standing hotspots in the country.
- 1.2 The study focussed on the A27 corridor between Portsmouth and Pevensey. It considered and analysed the evidence available and the potential issues/future pressures that may arise; the priority needs for investment and reviewed a number of potential investment options, and also assessed the strength of the economic case of the potential options including whether they demonstrated value for money and are deliverable.

### Stage 1 – Evidence Gathering

- 1.3 Consideration of evidence and data, including from previous studies, identified a number of key issues with the A27 between Lewes and Polegate.
- 1.4 At present, there is an inconsistency in the quality of the road compared to other parts of the A27 and the safety record shows that the A27 is in the top 10% worse sections in terms of total casualties per billion vehicle miles. This section of the A27 is in the top 20% in terms of network delay and there are significant journey time reliability issues. These existing problems will be further exacerbated with the planned growth in East Sussex, and without improvement to this section of the A27, the road will be over capacity in 2021 and 2031 leading to further congestion.
- 1.5 When presented together, the evidence clearly set out that there are major operational challenges with the A27 east of Lewes:
  - it needs to be fit for purpose to provide greater connectivity to the A23/M23 corridor and Gatwick, the M25/London and beyond;
  - ensure journey time reliability which is important for business in terms of the movement of people/goods;
  - carry the long distance strategic traffic that it is supposed to cater for;
  - accommodate future growth plans; and
  - have greater resilience.
- 1.6 Therefore, the A27 was identified as a priority area for further consideration.

### Stage 2 – Options

- 1.7 Consequently a number of on and offline options were identified by the HE/DfT for assessment:
  1. Off line dual carriageway between Beddingham and Cophall (£390 - 405m)
  2. Off line single carriageway between Beddingham and Cophall (£290 - 310m)
  3. Selmeston bypass (£30 - 45m)
  4. Wilmington bypass (£70 -90m)

5. Folkington Link (£35 - 50m)
6. Do minimum option: A22/A27 junction improvements (£5m) + sustainable transport improvements along length of A27

1.8 A plan showing these options is at Annex A.

Stage 3 – Option Appraisal

1.9 Each of the options was appraised against the Government’s WebTAG (Transport Appraisal Guidance). The forecast modelling used to support the appraisal of each of the options used the land use assumptions in terms of housing and employment identified in the Lewes, Eastbourne and Wealden Local Plans at the time.

1.10 The Appraisal Summary is shown below:

VALUE FOR MONEY	Strategic	Economic	Env’tal	Social	Financial	VfM - Journey time savings
A – Dual offline	High	Large Beneficial	Moderate Beneficial (Noise/AQ)	Large Beneficial	£405m	Poor – Low
			Large Adverse (Landscape/Biodiversity)			
B – Single offline	High	Large Beneficial	Moderate Beneficial (Noise/AQ)	Large Beneficial	£310m	Low – Medium
			Large Adverse (Landscape/Biodiversity)			
C - Selmeston	Poor	Neutral	Large Adverse	Slight Beneficial	£38m	Poor
D - Wilmington	High	Moderate Beneficial	Large Adverse	Large Beneficial	£85m	Poor
E – Folkington	Low	Moderate Beneficial	Moderate Adverse	Slight Beneficial	£44m	High/Very High

- 1.11 In summary, whilst the larger scale schemes – dual and single carriageway options – scored well against the strategic, economic and social criteria, and would improve noise and air quality but have an adverse impact on landscape and biodiversity, their value for money in terms of journey time savings were poor to low (Benefit:Cost Ratio of <1.5) in the case of the dual carriageway, and low to medium for the single carriageway option (BCR of <2).
- 1.12 The other smaller scale schemes didn't score as well as the single/dual carriageway options but the value for money in terms of journey time savings for the Folkington Link was above 2.

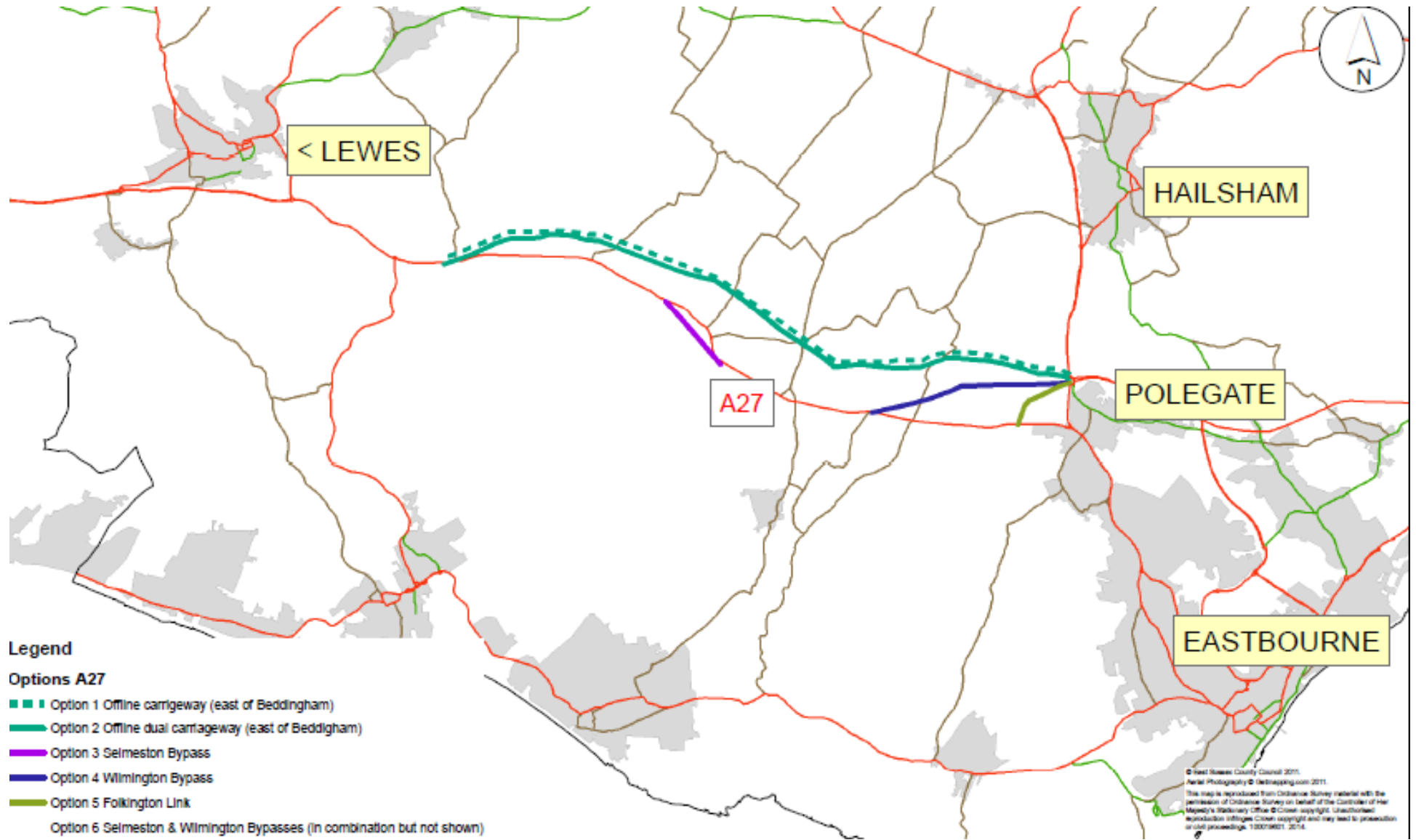
### Study Outcomes

- 1.13 The outcomes of the studies were announced as part of the Chancellor's 2014 Autumn Statement and are set out in the Department for Transport's (DfT) Roads Investment Strategy: Investment Plan. In relation to the A27 east of Lewes, the Road Investment Strategy identifies that £75m of funding had been allocated towards smaller scale improvements to increase capacity and improve safety as well as provide sustainable transport measures for pedestrians and cyclists along and across the A27.

## **2 Roads Investment Strategy 2 (2020 -2025) and Making the Case for Further Investment**

- 2.1 Over the next 12 to 18 months, Highways England (HE) and DfT will be reviewing their Roads Investment Strategy (RIS) for the five year funding period 2020 – 2025. This presents an opportunity through the A27 Reference Group to strengthen our case to the Department for Transport for seeking further funding and a more comprehensive solution for the A27 between Lewes and Polegate to be included in the next RIS period.
- 2.2 In particular, making the case will focus on the impact of the additional housing and employment growth in the Hailsham and Polegate area that Wealden are proposing as part of their Local Plan review in terms of:
- the impact that the additional development will have on the overall transport network and how an offline A27 between Lewes and Polegate fits into the package of mitigating strategic infrastructure improvements required to support the planned level of growth, and
  - updating the land use assumptions previously within the A27 Feasibility Improvement Study - which was the evidence base used by DfT for the allocation of the £75m towards the A27 in RIS1 - to reflect the significant levels of additional housing/employment coming forward in the Hailsham/Polegate area as part of the Wealden Local Plan review. The update to the study would appraise how the revised land use assumptions affect the transport benefit:cost ratio's for the various scheme options, as set out in paragraph 1.7, considered in the original study.
- 2.3 In addition, we will continue to engage our business community through the LEP, Team East Sussex and the Alliance of Chambers in East Sussex regarding evidence they have on the positive benefits that an offline A27 improvement would have to existing businesses in the county as well as encouraging new businesses and jobs into the area.

Annex A –A27 improvement options considered in DfT/HE A27 Corridor Feasibility Improvement Study



## A27 Smaller Scale Interventions Proposals

## Appendix 2

- 1.1 Following the outcomes of the A27 Feasibility Improvement Study, Highways England/DfT appointed consultants Atkins last year to take forward the development of smaller scale capacity improvements and sustainable transport improvements on the A27 corridor using the £75m available in the Department for Transport's Road Investment Strategy.
- 1.2 Over the last 12 months, Atkins have been gathering further evidence and developing proposals on these smaller scale interventions to increase capacity and improve safety as well as provide for pedestrians and cyclists along and across the A27 corridor between Lewes and Polegate.
- 1.3 Highways England have been consulting on various proposals between 28 October and 8 December 2016. Exhibitions displaying the options will be held at Lewes, Selmeston, Berwick, Polegate, Hailsham, Willingdon and Eastbourne over the consultation period.
- 1.4 The scheme options (including costs and benefit:cost ratios) being put forward for consultation are:

Option	Cost (£)	Benefit Cost Ratio (BCR)
<b>Selmeston</b>		
A. an online improvement	47m	0
B. a near offline improvement (from Alciston to west of Charleston) or	45m	0.5
C. a far offline improvement (from east of Alciston to Middle Farm)	55m	0.8
<b>Berwick</b>		
Enlarge existing roundabout near Drusillas	10m	9.0
<b>Wilmington</b>		
A. Upgrade to single lane dualling junction, realign minor roads to introduce staggered junction and provide pedestrian crossing refuge areas on both major and minor arms	10m	0.9
B. Upgrade to ghost island right hand junction, realign Thornwell Road to introduce staggered junction and provide underpass	12m	0.9
<b>Polegate</b>		
A. Partial reconfiguration of the existing A27/A2270 junction to improve turning arm capacity and waiting time	12m	11.5
B. As A plus widen Polegate railway bridge to allow for a two lane dual carriageway with central reserve	17m	8
C. As A plus an additional lane is introduced on the northbound lane running over a widened Polegate railway bridge between this junction and Cophall roundabout	28m	8.6
<b>Shared footway/cycle route</b>		
Facility along the whole length of the A27 corridor and improved facilities at crossings	12m	0.9

- 1.5 Further details on the consultation options and their assessment against the scheme objectives, their value for money and estimated journey time savings are available at [https://highwaysengland.citizenspace.com/he/a27-east-of-lewes/consult\\_view/](https://highwaysengland.citizenspace.com/he/a27-east-of-lewes/consult_view/)

1.6 In terms of timescales, Highways England is working towards the identification of their preferred scheme option by summer 2017. The development phase of the project - which includes the preliminary design, statutory procedures and construction preparation – would be completed by spring 2020. The construction phase would be between spring 2020 to spring 2023. However, depending on the outcome of the consultation and which scheme options go forward, Highways England could look to accelerate the delivery of the preferred option.

# Agenda Item 5

Committee:	<b>Lead Cabinet Member for Transport and Environment</b>
Date:	<b>19 December 2016</b>
Report By:	<b>Director of Communities, Economy and Transport</b>
Title of Report:	<b>Waste and Minerals - Monitoring Report 2015/16 and Local Aggregate Assessment 2016</b>
Purpose of Report:	<b>To approve East Sussex County Council's Monitoring Report on Waste and Minerals for publication and adopt the Local Aggregate Assessment 2016</b>

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**RECOMMENDATIONS: The Lead Member is recommended to:**

- (1) Approve the Waste and Minerals Monitoring Report 2015/16; and**
  - (2) Adopt the Local Aggregate Assessment 2016 for publication.**
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## **1. Background Information**

1.1 The production of a Monitoring Report on waste and minerals policies is a statutory requirement of the Planning and Compulsory Purchase Act 2004 (P&CPA) (as amended by the Localism Act 2011). The National Planning Policy Framework (NPPF) states that mineral planning authorities should prepare an annual Local Aggregate Assessment (LAA) to plan for a steady and adequate supply of aggregates. Full copies of both the proposed documents are available in the Members Room.

## **2. Supporting Information**

2.1 To meet legislative requirements, the Monitoring Report covers the following:

- The extent to which policies in the Waste and Minerals Plan (WMP) and Saved Policies in the Minerals Local Plan (MLP) and the Waste Local Plan (WLP) are being achieved; and
- Progress on producing the Policy Documents within the Minerals and Waste Development Scheme (MWDS) – the main document being the Waste and Minerals Sites Plan.
- The Monitoring Report must be in respect of a period which is not longer than 12 months.

2.2 The Executive Summary of the Monitoring Report 2015/16 is enclosed in Appendix 1. Following approval, the full document will be published on the County Council's website and hard copies will be made available on request. Monitoring data is published for the whole WMP Area covering East Sussex, part of the South Downs National Park and Brighton & Hove. The key findings in this year's report are as follows:

### *Waste*

- In 2015/16, 40% of local authority collected waste (LACW) was recycled (including composted) which is below the 2015/16 WMP target of 45%, but represents an increase from the 2014/15 outturn of 38%.
- In 2015/16, 95% of local authority collected waste (LACW) was recycled (including composted) and recovered which is just below the 2015/16 WMP target of 98%. The figure for 2014/15 was 97%.
- In 2015/16, 5% of LACW was sent for land disposal. This has decreased from 40% in 2010/11. In 2015, 36,000 tonnes of waste was sent for land disposal. This was a marked reduction from 2010 when 533,000 tonnes of waste were disposed of to land.
- A recalculation of one of the methods used to estimate Commercial and Industrial Waste (C&I) arisings has been undertaken. Initial results indicate that during the recession C&I fell significantly, but as of 2014 returned to pre-recession levels. No new information relating to Construction Demolition and Excavation Waste has become available.

### *Minerals*

- Aggregate supply to the Plan Area continues to be heavily dependent on imports by road and sea (and rail to a lesser extent), with some extraction of land-won sand and gravel in the east of the county.

- Available data indicates production of aggregates in 2014 and 2015 continues to be significantly higher than the anticipated rate.
- Clay and gypsum continued to be extracted at levels that support brick and tile production, and also plasterboard and cement production.

2.3 The NPPF requires that the LAA considers all supply options (land-won, marine, secondary and recycled material), and be based on a rolling average of 10 years sales data and other relevant local information. The Executive Summary of the Draft LAA is enclosed in Appendix 2.

### **3. Analysis**

3.1 East Sussex County Council continues to work jointly with the South Downs National Park Authority and Brighton & Hove City Council (The Authorities) preparing the Waste and Minerals Sites Plan. The preparation of this Plan has involved working closely with the Districts and Boroughs within East Sussex. The Authorities actively participate in regional fora such as the South East Waste Planning Advisory Group and the South East England Aggregates Working Party.

3.2 The Draft Waste and Minerals Sites Plan was the subject of public consultation in 2014. This was followed by a Pre-submission consultation period, which began on 28 October 2015 and closed on 23 December 2015. The Plan was submitted to Government on 14 April 2016 which commenced a Public Examination. Public Hearings were held between 2 and 4 August. On the 7 November 2016 the Inspector issued his report, in which he found the Plan both 'sound' and legally compliant. The Authorities will consider adoption of the Plan early in 2017.

3.3 With regard to waste, the Authorities continue to monitor progress against targets.

3.4 With respect to aggregate minerals, Policy WMP11 requires the Authorities to maintain provision for land won aggregates at a rate of 0.1m tonnes per annum, and a landbank of permissions of at least 7 years supply. Previous LAAs have not accepted that the past 10 years sales data are used as forecast of the demand for aggregates, as it is too volatile and have instead used the Apportionment figure in the Adopted WMP as a surrogate figure. The Authorities have been committed however to closely monitor the situation in relation to any decision to review the minerals policy in the Adopted WMP.

3.5 During the Waste and Minerals Site Plan Hearings the supply of aggregates was a matter considered by the Inspector, arising from a representation proposing an extension to Lydd Quarry. This was put forward on the basis that there would be insufficient reserves to cover the Plan period to 2026.

3.6 Whilst the Authorities did not accept the objector's position, they did commit to re-examining the situation, with the benefit of new survey data and any new information on future demand. This information would enable a review of the relevant adopted minerals policies and in particular assess the future contribution from land-won aggregates. The Inspector's report endorsed the need for the policy review to commence as soon as possible. This position is reflected in the draft 2016 LAA.

3.7 Consultations have been carried out on the draft LAA. The South East England Aggregates Working Party supports the current approach in the LAA.

### **4. Conclusion and Reason for Recommendations**

4.1 It is therefore recommended that the Monitoring Report 2015/16 and the Local Aggregates Assessment 2016 should be adopted and published. These reports recognise that the Authorities will continue to work together on these matters and that the position on waste and minerals will be closely monitored.

RUPERT CLUBB  
Director of Communities, Economy and Transport

Contact Officer: Edward Sheath  
Tel No. 01273 481653  
Email: edward.sheath@eastsussex.gov.uk

#### LOCAL MEMBERS

All

#### BACKGROUND DOCUMENTS

Waste and Minerals Plan (2013)

Submission Draft Waste and Minerals Sites Plan (2015)

Inspector's Report into the East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan (2016)

Minerals and Waste Development Scheme (February 2016)



# Waste and Minerals Local Plan - Annual Monitoring Report 2015 - 16

# 1 Executive Summary

## 1 Executive Summary

### Introduction

1.1 East Sussex County Council, as a Waste and Minerals Planning Authority, provides planning policies for waste management and minerals production. Current policies are contained in the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan, and saved policies within the Waste Local Plan and Minerals Local Plan. The Council is required by the Planning and Compulsory Purchase Act 2004, as amended by the Localism Act 2011, to monitor implementation of these policies and partly does this by producing an annual Waste & Minerals Monitoring Report. The content of Monitoring Reports is prescribed by the Town & Country Planning (Local Planning) Regulations 2012. This Monitoring Report covers the period 1 April 2015 to 31 March 2016. Monitoring Reports from previous years can be found on our website [www.eastsussex.gov.uk](http://www.eastsussex.gov.uk).

### Key Findings of 2015/16

1.2 Below are the key findings of the East Sussex Waste and Minerals Monitoring Report 2015/16:

#### *Progress on the Waste & Minerals Local Plan*

1.3 Following the adoption of the Waste and Minerals Plan in February 2013, East Sussex County Council working jointly with the South Downs National Park Authority and Brighton & Hove City Council are preparing a Waste and Minerals Sites Plan. Between 4 July and 15 September 2013 a Call for Sites was undertaken. This consultation also asked for comment on the proposed content of the Waste and Minerals Sites Plan. A Draft Plan was subsequently prepared and a public consultation followed between 4 July and 5 September 2014. A pre-submission consultation began on 28 October 2015 and closed on 23 December 2015. The Plan was submitted to Government on 14 April 2016 which commenced a Public Examination. Public Hearings were held between 2 and 4 August. The Inspector issued his report on 7 November 2016 which found the Plan, subject to a number of Main Modifications, both 'sound' and legally compliant. The Authorities will consider adoption of the Plan early 2017.

#### *Duty to Co-operate*

1.4 East Sussex County Council continues to work jointly with the South Downs National Park and Brighton & Hove City Council preparing the Waste and Minerals Sites Plan. The preparation of this Plan has involved working closely with the Districts and Boroughs within East Sussex. The Authorities actively participate in regional fora such as the South East Waste Planning Advisory Group and the South East England Aggregates Working Party. The Authorities published an updated Duty to Cooperate Statement for the Waste and Minerals Sites Plan in March 2016.

# Executive Summary 1

## *Providing for Waste*

1.5 A total of 380,000 tonnes of Local Authority Collected Waste was managed in 2015/16 which is an increase of 15,000 tonnes from 2014/15. 40% of this waste was recycled (including composted) which is below the 2015/16 WMP target of 45%, but does represent an increase from the 2014/15 outturn of 38%. The review of the Commercial & Industrial Waste arisings has been updated with 2015 data, preliminary results indicate a significant reduction in waste arisings during the recession, but these have now returned to pre-recession levels. No new information relating to Construction, Demolition and Excavation Waste is available. The amount of Local Authority Collected Waste and Commercial & Industrial Waste being sent to landfill fell from 58,000 tonnes in 2014 to 36,000 in 2015. The proportion of Local Authority Collected Waste that was recycled, composted or recovered has decreased from 97% in 2014/15 to 95% in 2015/16. The Waste and Minerals Plan target for recovery for 2015/16 (98%) was not achieved.

1.6 A total of 20,500 tpa recycling capacity, 49,500 tpa construction, demolition and excavation waste (CDEW) recycling/recovery capacity was permitted (granted planning permission) in 2015/16. The Waste and Minerals Plan 2015/16 target for recovery and recycling capacity provision has been met.

## *Providing for Minerals*

1.7 The County Council has adopted the fourth (2016) Local Aggregate Assessment for East Sussex, South Downs and Brighton & Hove. This finds that aggregate supply to the Plan Area continues to be heavily dependent on imports by road and sea (and rail to a lesser extent), with some extraction of land-won sand and gravel in the east of the county. Available data also indicates production of aggregates in 2014 and 2015 continues to be significantly higher than the anticipated rate.

1.8 The NPPF requires that the LAA considers all supply options (land-won, marine, secondary and recycled material), and be based on a rolling average of 10 years sales data and other relevant local information. Previous LAAs did not accept that the past 10 years sales data should be used as forecast of the demand for aggregates in our Plan Area as it is too volatile. Instead the LAAs used the Apportionment figure in the Adopted WMP as a surrogate figure. The Authorities have been committed to closely monitoring the situation in relation to any decision to review the minerals policy in the Adopted WMP.

1.9 During the Waste and Minerals Site Plan Hearings in August 2016, the supply of aggregates was a matter considered by the Inspector, arising from a representation proposing an extension to Lydd Quarry. This was put forward on the basis that there would be insufficient reserves to cover the Plan period to 2026. Whilst the Authorities did not accept the objector's position, they did commit to re-examining the situation, with the benefit of the new survey data and any new details on future demand. This information would enable a review of the adopted

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minerals policies and in particular to assess the future contribution from landwon aggregates. The Inspector's report endorsed the need for the policy review to commence as soon as possible. This position is reflected in the draft 2016 LAA.

1.10 Data on secondary aggregates production and consumption is limited. The County Council will endeavour to collect relevant data on secondary and recycled aggregates in advance of next year's AMR.

1.11 Clay and gypsum continued to be extracted at levels that support brick and tile production, plasterboard and cement production; it continues to be extracted at the levels in accordance with policy.

## *Overarching Policies*

1.12 At this time there is insufficient data to effectively judge the performance of these policies since the Waste and Minerals Plan was adopted in February 2013.

## *Development Management Policies*

1.13 At this time there is insufficient data to effectively judge the performance of these policies since the Waste and Minerals Plan was adopted in February 2013.

## *Enforcement*

1.14 The number of cases outstanding has remained historically low albeit increasing, with the caseload standing at 18 in the third quarter of 2016. This remains well below the peak in 2007.<sup>(1)</sup>

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The first East Sussex, South Downs and Brighton & Hove Local Aggregate Assessment (LAA) was published in December 2013. The LAA has been updated annually and is based on the Plan Area for the East Sussex, South Downs and Brighton & Hove Waste & Minerals Plan which was adopted in February 2013. This document represents the fourth LAA for the mineral planning authorities of East Sussex County Council, Brighton & Hove City Council and the South Downs National Park Authority and examines updates to the position on aggregates supply and demand since the time of last reporting in 2015.

The first three LAAs concluded that a significant proportion of local consumption was derived from either marine dredged material, crushed rock or land won aggregates extracted from outside the Plan Area. The Plan Area, especially the western end, was found to be very dependent on marine landings. With regard to imports, the LAA reported that the land-won contribution previously received from Kent had ceased, and that East Sussex was now supplying parts of Kent. The small contribution from West Sussex railheads, and marine landings, including crushed rock, as well as recycled and secondary aggregates, were also supplying East Sussex and Brighton & Hove and this is expected to continue.

With regards to land-won aggregates the first three LAAs concluded that the past 10 years sales data could not be used as it was too volatile; there were a very small number of production sites and therefore there had been major variations in sales figures from nothing to more substantial output. Given these circumstances, the Authorities were continuing to use the provision figure in the Adopted WMP - in actual terms the 10 years sales equates to around this figure, but this utilised confidential information.

The Government's four yearly aggregate monitoring survey (AM 2014) has recently been published. General reporting finds a similar pattern of supply to the last few years with the addition of new rail imports of crushed rock, recycled aggregate and sand and gravel at the Newhaven railhead established since 2014 North Quay Road. The total amounts of aggregates consumed and imported in East Sussex and Brighton & Hove have increased since 2009. The majority of the sources of imported materials remain similar to those in 2009 with the exception of Somerset and Conwy which have experienced a fall in exports to East Sussex and Brighton & Hove, and Cornwall and Kent which have increased exports of crushed rock to our Plan Area.

The lack of a comprehensive land won resource in the County means that there is still an expectation that imports, particularly marine-borne, will continue to be a major source for construction use in the Plan Area. It is for this reason that the Authorities place great emphasis on safeguarding wharves and railheads for mineral imports through their Waste and Minerals Local Plan documents.

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With regards to land-won supply there has been some increased production over the last 3-4 years at Lydd Quarry. In last year's LAA this was largely attributed to the construction of the Bexhill Hastings Link Road (BHLR), and the Authorities committed to continue to monitor closely the situation on aggregate supply.

A Public Examination on the soundness and legal compliance of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan commenced this Summer. During the Hearings the supply of aggregates was a matter considered by the Inspector, arising from a representation made by the Lydd Quarry operator Brett. The proposal for an extension to Lydd Quarry was put forward on the basis that there would be insufficient reserves to cover the Plan period to 2026. During the Examination Hearing the Authorities did not accept the objector's position. However, the three Authorities did commit to re-examining the situation, with the benefit of the new survey data in AM2014 and any new details on future demand. This information would enable a review the adopted minerals policies.

The Inspector's report has now been published, finding the Sites Plan sound subject to the adoption of various Modifications. In his report the Inspector noted that "While the Authorities indicated that this review would commence as soon as possible following the need for it being established, which I would endorse, no timescale was put on its completion...". It is clear to the Authorities from the information currently available that the aggregate minerals policies in the WMP are in need of review and the Authorities will set out the timetable for this review in a revised Local Development Scheme. The scope of the Review will be determined once the awaited further information is available.

This year the South East England Aggregates Working Party (SEEAWP) has requested that MPAs include a comparative Key Facts table in their LAA. The data included in this table is to be found within the LAA and is pulled together to enable easier assessment and collation of information.

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## Key Facts

East Sussex, South Downs and Brighton Hove & 2016 <sup>1</sup>										
	Sales <sup>2</sup> (Mt)	Av <sup>3</sup> (10y) Sales (Mt)	Av <sup>3</sup> (3y) Sales (Mt)	Trend <sup>4</sup>	LAA <sup>5</sup> rate (Mt)	Reserve <sup>6</sup> (Mt.)	Landbank <sup>7</sup> (Yrs)	Capacity <sup>8</sup> (Mtpa)	Comments <sup>9</sup>	
Sharp Sand & Gravel	0.3 (2015)	N/A	0.4	+	N/A	2.2	N/A	No restrictions	10 year average not applicable as working has only been in East Sussex since 2011. Sales in the last 3-4 years have been higher than the rate anticipated in the planning permission, although the total for 2015 is approx. 100 000 tonnes less than 2014	
Pa 90 23 All Sand and Gravel	0	c	c	Not known	N/A	0.12	N/A	Market - led?	Extraction commenced in 2007 but no extraction has taken place in recent years.	
	0.3 (2015)	c	c	Not known	0.1	2.32	23	As per market demand	The landbank for the Plan Area has been calculated in the past as the full resource available at Stanton's Farm and the reserve from the permitted sites at Lydd Quarry within the boundary of East Sussex divided by 0.1mtpa. This gives a landbank figure at the end of 2015 of 23 years. However, the use of 0.1mtpa as a the principal indicator of demand, and the method of calculating the landbank in future will be re-examined as part of any Review of Minerals Policies.	
Crushed rock	0.3(2013 - amount imported and consumed)	N/A	N/A	+	N/A	0	0	0	No crushed rock produced in the Area but imports are significant element of supply. Total consumed is up since 2009.	
Recycled/Secondary Aggregates	0.2 (2008/9)	N/A	Not known	Not known	N/A			0.7	Updated figures would help clarify situation	

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Marine sand and gravel	c	N/A	Not known	Not known	N/A			N/A	Safeguarding of wharves is a crucial issue
Rock Imports by Sea	c	N/A	Not known	Not known	N/A			N/A	Safeguarding of wharves is a crucial issue
Rail depot sales (S&G)	0.07 (2015)	N/A	Not known	+	N/A			Not known	New imports of recycled and sand and gravel making important contribution to supply particularly for recent infrastructure projects
Rail Depot Sales (Crushed Rock)	0.1 (2015)	N/A	Not known	+	N/A			Not known	New imports of crushed rock making important contribution to supply particularly for recent infrastructure projects
Comments <sup>2</sup>	<p>Overall picture of aggregate supply - currently heavily dependant on imports by road, sea and rail; land-won sand and gravel in the west of the Plan Area, significant marine imports through Shoreham Port and to lesser extent Newhaven (crushed rock only), rail imports of crushed rock, recycled aggregate and sand and gravel at Newhaven, and a level of supply from recycled aggregates throughout the Plan Area.</p> <p>Steady continuing demand anticipated.</p> <p>Need to review Waste and Minerals Plan Aggregate policies acknowledged in particular to assess future contribution from landwon. Revised MWDS to be prepared.</p>								

Table 1

Table Notes overleaf



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## Table Notes:

- 1 Publication date.
- 2 Figures in millions of tonnes rounded to one decimal place. AMR year in brackets.
- 3 Averages based on last ten/three year sales.
- 4 An indicator whether there is growth (+) or decline (-) in sales.
- 5 LAA Rate is the LAA Provision Rate as determined by the mpa as the suitable measure for estimating the landbank for land-won aggregates.
- 6 Reserves are the amount of mineral with planning permission for extraction.
- 7 Landbank calculation is the reserve divided by LAA Rate to indicate life in years of the mpa reserve.
- 8 <sup>T</sup><sub>0</sub> Capacity is an estimate of how much the quarry or site could produce based on plant capability and planning restrictions.
- 9 <sup>N</sup><sub>0</sub> Brief summary on aggregate supply and any issues.

c = confidential

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