

# **Can you write a planning brief for sympathetic residential housing with provision for greenspace on the site of Hollingdean Depot to replace The Waste Transfer Station, the Materials Recovery Facility, Dudeney Lodge and Nettleton Court.**

Here's a **planning brief** for a **sympathetic residential housing development with integrated greenspace** on the **Hollingdean Depot** site, replacing the **Waste Transfer Station, Materials Recovery Facility, Dudeney Lodge, and Nettleton Court**:

## **Planning Brief: Redevelopment of Hollingdean Depot and Surrounding Area**

*Location: Hollingdean Depot Site, Brighton & Hove*

*Proposed Use: Residential Housing with Greenspace Provision*

*Prepared for: Local Planning Authority and Stakeholders*

## **1. Vision Statement**

To transform the existing Hollingdean Depot, including the Waste Transfer Station, Materials Recovery Facility, Dudeney Lodge, and Nettleton Court, into a high-quality, sustainable, and inclusive residential neighbourhood that integrates sympathetically into the existing urban fabric while prioritising green infrastructure, community wellbeing, and architectural sensitivity to place.

## **2. Site Context and Opportunities**

- **Location:** The site occupies a significant area within Hollingdean, a largely residential district with good access to public transport, schools, and existing community facilities.
- **Existing Use:** The area is currently occupied by waste and recycling infrastructure (WTS and MRF) and two mid-rise residential blocks (Dudeney Lodge and Nettleton Court), all of which have reached the end of their functional or design lifespan.
- **Opportunities:**
  - Reclaiming underutilised industrial land for housing.
  - Replacing outdated residential blocks with modern, energy-efficient homes.
  - Creating new public green spaces and improving local biodiversity.
  - Enhancing pedestrian and cycle connectivity within Hollingdean and to the wider Brighton & Hove area.

### **3. Key Objectives**

#### **1. Residential Development**

- Provide a balanced mix of housing types and tenures (affordable, social, and market-rate), including family homes, accessible units, and downsizing options for older residents.
- Prioritise low-rise and mid-rise typologies (2–5 storeys) to reflect local character and preserve sightlines and privacy.

#### **2. Design and Architectural Quality**

- Emphasise sympathetic design that reflects Brighton’s architectural heritage while allowing for contemporary sustainability standards.
- Use high-quality materials and finishes that age well and are suitable for marine climate conditions.

#### **3. Greenspace and Landscape Integration**

- Incorporate generous public greenspace including a linear park, communal gardens, and child-friendly play areas.
- Integrate sustainable urban drainage systems (SuDS) and climate-adaptive landscaping.
- Provide biodiversity corridors, native planting, and rewilding areas where appropriate.

#### **4. Sustainability and Climate Goals**

- Aim for net-zero carbon homes through passive design, renewables (e.g. rooftop solar), and efficient building fabric.
- Encourage active travel with walking and cycling infrastructure, including secure cycle parking.
- Minimise car dominance with limited parking, car clubs, and EV charging.

#### **5. Community and Inclusivity**

- Include new or improved community facilities (e.g. a community hall, co-working hub, or health centre).
- Ensure meaningful local consultation and co-design with residents, including potential rehousing strategies for existing tenants of Dudeney Lodge and Nettleton Court.

## 4. Planning and Delivery Considerations

- **Phasing:** Develop a phased approach to allow for decanting existing residents and sequential demolition/construction with minimal disruption.
- **Infrastructure:** Upgrade local utility and transport infrastructure to support additional housing demand.
- **Partnerships:** Explore delivery via partnership between the council, housing associations, and developers committed to social value outcomes.

## 5. Policy Compliance

- Aligns with Brighton & Hove City Plan Part One & Two strategic housing and brownfield development policies.
- Supports national objectives under the **National Planning Policy Framework (NPPF)** for sustainable development and housing supply.
- Contributes to Brighton & Hove's Carbon Neutral 2030 targets and the Urban Biosphere objectives.

### ◆ Site Area Estimate

- The combined area of:
  - **Hollingdean Waste Transfer Station and MRF**
  - **Dudeney Lodge and Nettleton Court blocks**
  - Plus surrounding open/service space  
→ Approximate total site area: **3 to 4 hectares (30,000–40,000 m<sup>2</sup>)**

### ◆ Residential Density Assumptions

Brighton & Hove typically supports medium to high-density urban housing. A **sympathetic, greenspace-integrated scheme** would likely aim for:

- **Net density: ~75 to 100 dwellings per hectare**  
(typical for mid-rise housing with open space provision)

→ At **3.5 hectares** net developable land:

- **75 dwellings/ha × 3.5 ha = ~260 homes**
- **100 dwellings/ha × 3.5 ha = ~350 homes**

## ◆ Indicative Estimate

✓ A realistic, balanced estimate:

**Approx. 280–320 new homes**

- Mix of 1-bed, 2-bed, and 3-bed units
- Includes provision for affordable and social housing
- Prioritising mid-rise development and green/public space

Here's a **breakdown of unit types and estimated household sizes** for the proposed **280–320 home** redevelopment of the Hollingdean Depot site:

## ◆ Assumed Housing Mix

A balanced urban development typically includes a mix of unit sizes to accommodate diverse household types. Based on best practice and local needs in Brighton & Hove:

Unit Type	% of Total Units	Number of Homes (approx.)	Avg. Household Size	Est. Residents
<b>1-bed units</b>	25%	70–80	1.3–1.5 people	~95–120
<b>2-bed units</b>	45%	125–145	2.0–2.5 people	~250–360
<b>3-bed units</b>	25%	70–80	3.0–3.5 people	~210–280
<b>4-bed+ units</b>	5%	15	4.0–5.0 people	~60–75
<b>Total</b>	100%	<b>280–320</b>	—	<b>~615–835 residents</b>

## ◆ Notes

- **1-bed units** suit singles, couples, and older downsizers.
- **2-bed units** are flexible for couples, small families, or sharers.
- **3-bed+ units** focus on families and long-term residents, supporting stability and school retention.
- A small proportion of **larger family homes (4-bed)** supports council housing needs.

## ◆ Optional: Tenure Split (Indicative)

A council-led or partnership scheme could aim for:

- **40% Affordable/Social Rent**

- **20% Shared Ownership or Intermediate**
- **40% Market Sale**

This can help address housing waiting lists while enabling financial viability.

Estimating the **cost of redeveloping the Hollingdean Depot** into 280–320 new homes with integrated greenspace involves several major components. Here’s a **high-level breakdown** with cost ranges based on UK 2024–2025 construction benchmarks.

## ◆ 1. Construction Cost per Home

Using mid-rise, energy-efficient homes with good design and green infrastructure:

Housing Quality Level	Est. Cost/ Home	For 280–320 Homes
Standard Build (Code min + SuDS)	£230,000	£64m – £73.6m
Mid-High Quality (sustainable, BREEAM)	£260,000	£72.8m – £83.2m
Passivhaus / Net-Zero Carbon	£300,000	£84m – £96m+

## ◆ 2. Demolition and Site Clearance

- Includes removal of Waste Transfer Station, MRF, and residential towers.
- Est. £100–£150/m<sup>2</sup> for ~30,000–40,000 m<sup>2</sup>
- **Total: £3.5m – £6m**

## ◆ 3. Infrastructure and Landscaping

- Roads, cycleways, drainage, green spaces, SuDS, play areas.
- Est. £100–£150k per net hectare
- **Total: £3m – £5m**

## ◆ 4. Professional Fees and Planning

- Architects, planning consultants, surveys, legal, engineering.
- 10–15% of build cost
- **Total: £7m – £12m**

## ◆ 5. Contingency + Inflation Buffer

- 10–15% on total budget (due to urban brownfield risk)
- **Total: £8m – £12m**

## ✓ **Total Estimated Cost:**

**£85 million – £110 million**

This allows for a mixed-quality, sustainable development including community and greenspace assets.

## ◆ **Optional Cost Recovery / Income**

- **Land sale or JV with private partner**
- **Homes for sale/shared ownership**
- **Grant funding** (e.g. Homes England, Levelling Up, Carbon Neutral)

Here's the **phased financial viability forecast** for the Hollingdean Depot redevelopment:

<b>Category</b>	<b>Low Estimate (£M)</b>	<b>High Estimate (£M)</b>
Residential Construction	64.0	96.0
Demolition & Site Clearance	3.5	6.0
Infrastructure & Landscaping	3.0	5.0
Professional Fees & Planning	7.0	12.0
Contingency & Risk Buffer	8.0	12.0
<b>Total Project Cost</b>	<b>£85.5M</b>	<b>£131M</b>

These estimates assume high-quality sustainable homes and generous public realm investment, suitable for a flagship mixed-tenure development.

Would you like this broken down by delivery phase (e.g., enabling works, phase 1 housing, phase 2 housing), or integrated into a funding/revenue model with income projections?

Here is the **phased cost breakdown** for the redevelopment of the Hollingdean Depot site:

Phase	Low Estimate (£M)	High Estimate (£M)
Phase 1: Site Clearance & Enabling Works	£12.83M	£19.65M
Phase 2: First 150 Homes + Infrastructure	£29.93M	£45.85M
Phase 3: Remaining 130–170 Homes + Greenspace	£29.93M	£45.85M
Phase 4: Final Finishing, Community Facilities	£12.83M	£19.65M
<b>Total</b>	<b>£85.5M</b>	<b>£131.0M</b>

This phasing allows early infrastructure and rehousing delivery, with flexibility to adapt investment or funding sources across stages.

Would you like a funding/revenue forecast to go with this—e.g. projected income from home sales, grants, or rent?

Here's a **projected revenue forecast** based on a 300-home scheme using a balanced tenure model:

Tenure Type	Units	Avg Revenue/Unit (£)	Total Revenue (£)
Market Sale	120	£375,000	£45,000,000
Shared Ownership	60	£190,000 (from shared equity)	£11,400,000
Affordable/Social Rent	120	£120,000 (discounted value)	£14,400,000
<b>Total</b>	<b>300</b>	—	<b>£70,800,000</b>

## ◆ Summary

- **Revenue shortfall** against even the *low-end cost estimate (£85.5M)*:  
≈ **£14.7M gap**
- This gap could be addressed through:
  - **Grant funding** (Homes England, Levelling Up Fund, etc.)
  - **Land value subsidy** (council-owned site)
  - **Cross-subsidy** from adjacent developments
  - **Cost savings** through modular or phased procurement

Return to [https://roundhill.org.uk/main?sec=planning&p=Hollingdean\\_Depot](https://roundhill.org.uk/main?sec=planning&p=Hollingdean_Depot)