



The Waste Transfer Centre



ABOVE: The Hollingdean Waste Transfer Facility, looking due east from Dudeney Lodge. Hollingdean Lane can be seen crossing the photo diagonally from the left side. This image is owned by Miller Bourne Architects and appears here for illustrative purposes.

The Eagle-eyed amongst you may have noticed on some of the maps that a predominant feature of the Hollingdean Abattoir Area is the Council Depot. The majority of this site is given over to parking space for the majority of the city's dustcarts. It was sort of a logical progression for some kind of recycling facility to appear on the site, as recycling has risen seemingly from nowhere to become a major issue in the battle against global warming, climate change and the problem of lack of space for landfill sites.

The proposals for the Waste transfer Centre met with a great deal of opposition in the period of conception, mainly because of the close proximity of a school and fears of a rise in traffic due to large lorries moving material to and from the site. There were also concerns over the size of the buildings (the largest of which stands 5 storeys tall and has a similar area to a football pitch). It is quite a sensitive area and has a quantity of historical sites and buildings in close proximity. Some particularly heated meetings between local action groups and the council occurred as a result, but were not able to halt the development.

This chapter concentrates on the construction of these three buildings, from the demolition of the previous buildings, to the final completion of the site and all points in between. There are also links to old pictures of the various parts of the site along with comments dating from the time the old photos were taken and comments on their modern counterpart photos and relevant links between them.



ABOVE AND BELOW: These two maps show the same area (slightly smaller scale on the bottom map) of the area in which the Waste Transfer Facility is to be built. The top map shows the site beforehand, whilst the bottom one has the plans for the Waste Transfer Facility superimposed onto the appropriate area.



ABOVE: This photo shows the site of the Abattoir in the course of demolition on 21st November 2006. This is the view looking back towards Lewes Road. The junction of Mayo Road and Princes Road can be seen on the horizon in the background. The Abattoir building would have stood to the right of the bush, dead centre of the photo. The Pillar in front of the Landrover is part of the front wall of what was originally a weighbridge hut, seen in the centre of the photo in the link, [HERE](#). (TBA)

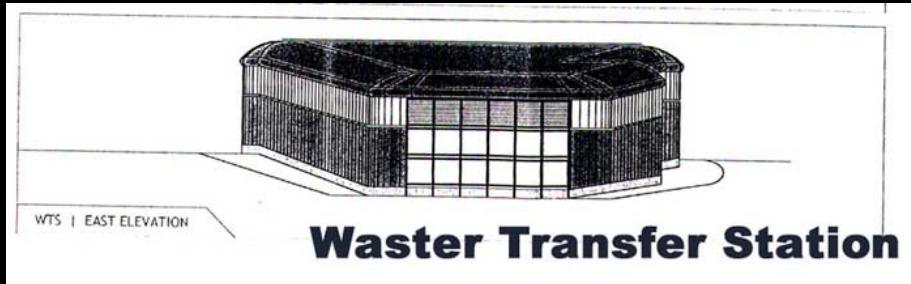
BELOW: This is the demolition site again, this time looking towards Ditchling Road and Hollingdean Lane. The 2 tower blocks on the right are Dudeny Lodge and Nettleton Court, on the junction of Ditchling Road and Hollingdean Road. The Abattoir building would have stood just to the left of the bush on the left hand side of the picture.



The following pictures represent an overview of the construction of the three individual component buildings of the Waste Transfer Facility

Dates of the photos are shown underneath.

1. The middle building (Waste Transfer Station).



ABOVE: The second Waste Transfer Building is shown in the sketch above. The roof slopes gently upwards across the building's width and the eastern elevation is shown here (which is the face opposite the main building. Hollingdean Lane would be to the left of the sketch). This building is shown under construction in the following photos.



LEFT: January 2008
ABOVE: The same view in 1930, courtesy of The Regency Society's James Gray Archives.



ABOVE: January 2008



ABOVE: 11th March 2008.



ABOVE: 11th March 2008.



ABOVE: 11th March 2008



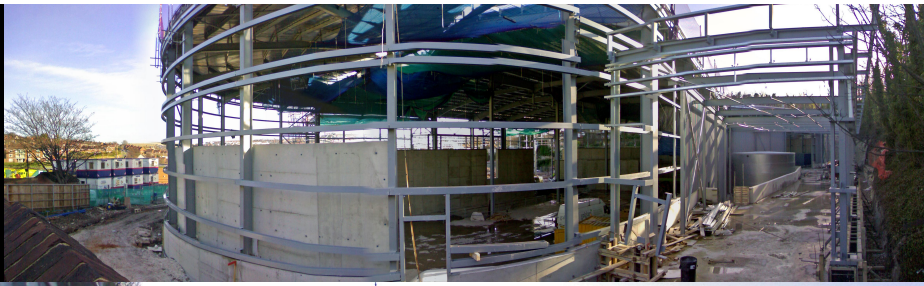


2. The largest building, the Materials Recovery Facility.



ABOVE: This sketch shows a 3 dimensional plan of the largest building, the Materials Recovery Facility. This building houses (amongst other devices) a large rotating drum which is used to filter magnetic steel cans, possibly from glass and aluminium prior to recycling.

This diagram shows what the Main Waste Transfer Building should look like once it is completed, with a projection behind it of the building as seen from road level in Hollingdean Lane. The picture belies the scale of the actual building and makes it look more like an amusing and aesthetically pleasing coffee table rather than the enormous 5 storey structure it will eventually be. This building is shown under construction below.



ABOVE: January 2008, looking from the railway cutting back towards the Ditchling Road tunnel and London Road Station beyond.



ABOVE: January 2008

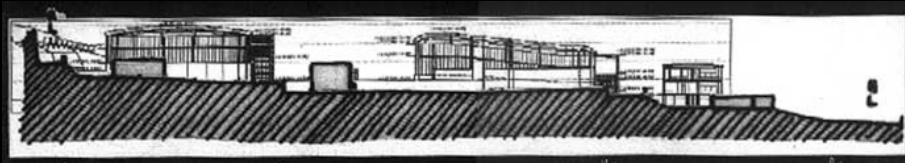


ABOVE: 11th March 2008



ABOVE: August 2008.

The third building: Triangular Offices.



Scale, height and massing

ABOVE: This sketch shows how the site will look, as viewed from the railway cutting, or from Princes Road and Mayo Road. The building we are concentrating on here is the one at the far right, the little triangular office block. Whilst it doesn't dominate the sketch, it has a remarkably dominant and sensitive position at the junction of Hollingdean Road and Hollingdean Lane, right next to the railway bridge.



ABOVE: 12th January 2008.



ABOVE: 12th February 2008.

RIGHT: The same view is seen here in the 1930s, courtesy of The Regency Society's James Gray Archives.



regencysociety.org



*ABOVE: This photo shows the Triangular offices nearing completion in March 2008. This view is taken from the junction of the new access road and Upper Hollingdean Road. Although not clear from the photo, the bottom of Hollingdean Lane has been closed off and the large patch of soil to the left of the photo will become the circular car park. The arch of Hollingdean Railway Tunnel would be just off the left hand side of the picture.
Author's Collection.*



The Surrounding Area.



ABOVE: March 2008. This view shows a general site panorama taken from the mouth of Davey Drive.



ABOVE: October 2008. The site is as good as complete.



ABOVE: October 2008. The new car park and road layout for Hollingdean Lane



ABOVE: October 2008. Looking East towards Lewes Road



ABOVE: The road at the bottom of Upper Hollingdean Road being widened on 29th February 2008, to ensure that HGV's do not foul the walls of the tunnel.

Author's Collection.



ABOVE: This photo shows the changes being made to Upper Hollingdean Road in preparation for the right hand turn lane leading into The Waste Transfer Facility.

Author's Collection



ABOVE: This photo shows the new access road from Upper Hollingdean Road under construction on the morning of " 9th February 2008. The junction of Hollingdean Lane and Upper Hollingdean Road will eventually be closed off as this is a particularly awkward junction and totally unsuitable for large vehicles! The only access to Hollingdean Lane in the future will be via this road. There will also be new access points to The Wholesale Meat Market and the Council Depot from Hollingdean Lane.

BELOW: The same stretch of road is shown here looking in the opposite direction, towards Davey Drive. The flint wall on the left marks the reduction in the area of the Meat Market Car park and represents the revised boundary. The area at the bottom of the picture will eventually be the site of the roundabout, with the circular car park just to the right of where the excavator is.



