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19 November 2021

Planning and Rights of Way Committee

A meeting of the Committee will be held at **10.30 am** on **Tuesday, 30 November 2021** at **County Hall, Chichester, PO19 1RQ**.

Note: In response to the continuing public health measures, there will be limited public access to the meeting. Admission is by ticket only, bookable in advance via: democratic.services@westsussex.gov.uk

The meeting will be available to watch live via the Internet at this address:

http://www.westsussex.public-i.tv/core/portal/home

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Agenda

1. **Declarations of Interest**

   Members and officers must declare any pecuniary or personal interest in any business on the agenda. They should also make declarations at any stage such an interest becomes apparent during the meeting. Consideration should be given to leaving the meeting if the nature of the interest warrants it. If in doubt, contact Democratic Services before the meeting.

2. **Minutes of the last meeting of the Committee** (Pages 3 - 8)

   The Committee is asked to confirm the minutes of the meeting held on 12 October 2021 (cream paper).

3. **Urgent Matters**

   Items not on the agenda that the Chairman of the Committee is of the opinion should be considered as a matter of urgency by reason of special circumstances.

4. **Planning Application: Waste** (Pages 9 - 124)

   Report by Head of Planning Services.

   The Committee is asked to consider and determine the following application:

WSCC/011/21 – Demolition of existing buildings and structures and construction and operation of an energy recovery facility and a waste sorting and transfer facility for treatment of municipal, commercial and industrial wastes, including ancillary buildings, structures, parking, hardstanding, and landscape works at Ford Circular Technology Park, Ford Road, Ford, BN18 0XL

5. **Date of Next Meeting**

The next meeting of the Committee will be held at 10.30 am on Tuesday, 11 January 2022.

To all members of the Planning and Rights of Way Committee

Webcasting

Please note: this meeting is being filmed for live and subsequent broadcast via the County Council's website on the internet. The images and sound recording may be used for training purposes by the Council.

Generally the public gallery is not filmed. However, by entering the meeting room and using the public seating area you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

Planning and Rights of Way Committee

12 October 2021 – At a meeting of the Committee held at County Hall, Chichester, PO19 1RQ.

Present: Cllr Atkins (Chairman)

Cllr Ali, Cllr Duncton, Cllr Gibson, Cllr Hall, Cllr McDonald, Cllr Montyn, Cllr Oakley, Cllr Patel, Cllr Quinn, Cllr Sharp and Cllr Cherry

Apologies were received from Cllr Burrett and Cllr Joy

Also in attendance: Cllr Charles and Cllr Oppler

Part I

13. Declarations of Interest

13.1 In accordance with the County Council's Constitution: Code of Practice on Probity and Protocol on Public Participation in Planning and Rights of Way Committees, Cllr Quinn declared that he had been lobbied in relation to Agenda Item 4 'Application for DMMOs 4, 5, 6/19 in the parishes of Bognor Regis, Felpham and Bersted'.

13.2 In accordance with the County Council's Code of Conduct, Cllr Duncton declared a personal interest in Agenda Item 4 'Application for DMMOs 4, 5, 6/19 in the parishes of Bognor Regis, Felpham and Bersted' because she is the County Council's representative on the South Downs National Park Authority.

13.3 In accordance with the County Council's Code of Conduct, Cllr Sharp declared a personal interest in Agenda Item 5 'Recent Decision by the Secretary of State's Inspector, DMMO 5/16 – To add a footpath at Fyning Lane, Rogate' because she knows one of the parties involved.

14. Minutes of the last meeting of the Committee

14.1 Resolved – That the minutes of the Planning and Rights of Way Committee held on 7 September 2021 be approved and that they be signed by the Chairman.

15. Urgent Matters

15.1 There were no urgent matters.

16. Definitive Map Modification Order

Definitive Map Modification Order Application for DMMOs 4, 5, 6/19 in the parishes of Bognor Regis, Felpham and Bersted:

(1) Addition of a footpath from Brooks Lane to Downview School

(2) Addition of a footpath from the field adjacent to the rife to the Leisure Centre

(3) Addition of a footpath around the main field adjacent to the rife

16.1 The Committee considered a report by the Director of Law and Assurance, as amended by the Agenda Update Sheet (copies appended to the signed copy of the minutes). The report was introduced by Georgia Hickland, Trainee Legal Executive, who outlined the proposals.

16.2 Mr Stephen Brown, representing The Save Aldingbourne Rife Paths Action Group, spoke in support of the application. The Group seeks to have the three paths added to the West Sussex Definitive Map and Statement, so that they can be used for communication, leisure and recreation. There have been a significant number of users recorded for all three routes. This echoes the huge importance that local people attach to these paths and, for many, use of the paths is a daily part of their lives. The recommendation states that, on the balance of probabilities, each route has been proven to subsist. The report sets out that there is clear evidence in favour of the claimed routes being as of right and there is no credible evidence to the contrary. The County Council is requested to make a Definitive Map Modification Order for each route, as per the recommendation, with the view that they be added, in due course, to the said Definitive Map and Statement.

16.3 Cllr Francis Oppler, County Councillor for Bognor Regis East, spoke in support of the application. Details of the locality were provided. The application routes sit in both Bognor Regis East and Felpham electoral divisions. The application for all three footpaths is supported. The land is easily accessible by residents of Glenwood Estate and those further afield. The routes are used by dog walkers, school children and countryside walkers. All three footpaths have been in constant use for the last fifty years or longer. This is supported by the 107 user evidence forms, all of which are of a high standard. Currently, there is no access to Brooks Field because the owner has fenced off all access points. The application is supported by a variety of organisations and Bognor Regis Town Council, the South Downs National Park Authority and Nick Gibb MP were quoted. These remarks give a good understanding of the strength of evidence and community support in favour of making the paths public rights of way. The Ramblers Association also supports the application. Section 13.1 of the Committee report states that "the applicant has produced a substantial amount of credible evidence which demonstrates clear use of Application route 1, as of right, during the 20 year period", and the same remarks have been made in regard to routes 2 and 3. Section 12.3 of the report states that "in this case there is a significant amount of evidence which spans a considerable period of time. It could therefore be concluded that rights of way have been created at common law". It is clear that all of the legal tests have been met.

16.4 Cllr John Charles, County Councillor for Felpham, spoke in support of the application. Cllr Charles concurred with the views of Cllr Oppler. He added that the routes are very well used and provide a vital link for access to local schools in the locality. Without the retention of these routes there would be increases in congestion on local roads.

16.5 During the debate the Committee raised the points below and a response or clarification was provided by the Legal Officers, where applicable, as follows:

Material Considerations

Points raised – In relation to applications for Definitive Map Modification Orders, the desirability, need or useability of the routes are not material considerations. The weight of evidence is a material consideration. Considerable weight of evidence showing use of these routes has been provided. The landowner evidence is extremely limited in relation to indicating their intention and, therefore, there was not enough substantive evidence provided to prevent the Orders going ahead.

Response – None required.

The alignments of the proposed routes 2 and 3

Points raised – Clarification was sought regarding how the alignments of the proposed routes 2 and 3 were arrived at. Regarding route 2, it was noted that this has a dog-leg across the western field as opposed to a direct line from the bridge on the west side to the route through the hedgerow to the south-east corner of that field. Regarding route 3, it was noted that this is circular, but that it doesn't go around the exact boundaries of the field. Additionally, clarification was sought regarding whether the alignments of all three routes were supported by user evidence or whether the evidence was of a more general nature.

Response – Details of all three routes were provided by the applicant and Officers have kept as precisely as possible to the details provided (maps can found as part of the Committee report at Appendix 2 and there is a further map which is part of the presentation document; both are available on the Planning and Rights of Way Committee webpages of the County Council's website). If the Orders were to be made then the Council's public rights of way rangers would also take a view in relation to the routes actually being used on the ground. All of the user evidence forms that were provided were reviewed in great depth and all documents showed the routes as provided on the plan. All of the witnesses also signed these plans.

Width of the paths

Points raised – Clarification was sought regarding the definitive width of the paths and how this was arrived at.

Response – The minimum width of the paths would be required to be between 2.5 metres and 3 metres, although this would need to be confirmed.

Use of the routes by school children

Points raised – The Committee noted comments made by Nick Gibb MP who stated that the routes are "significant for school children and students attending Downview Primary School and Felpham Community College".

Response – None required.

Clarification of type of land

Points raised – Clarification was sought regarding the land currently owned by Mr Brooks (as detailed in paragraph 6.3 of the Committee report) and whether this is part of a farm.

Response – The land is not understood to be part of a farm. It is a field or meadow and user evidence advises that the grass is cut once per year.

The 20 year period

Points raised – Clarification was sought regarding the 20 year period.

Response – Evidence must be provided of use over a minimum period of 20 years, or more.

Possible challenge to the application

Points raised – Clarification was sought regarding the risks of possible challenge - at both the point of the making of the Orders or when the Orders are submitted for approval – in relation to routes on the ground versus those on the plans and the fact that the Committee had not heard during the meeting from any speakers in opposition to the application.

Response – Should the Committee decide to make the Orders, the Orders would be made by the County Council and there would then be a consultation period, where anyone may oppose one or more of the Orders. If so, the Orders would be submitted to the Planning Inspectorate for decision, which may be carried out by written representations or a public enquiry. If the Committee were to decide not to make the Orders, then anyone could appeal against the Committee's decision to the Planning Inspectorate. The Planning Inspectorate would then decide whether to allow the appeal or not. If the appeal were allowed and the County Council had made the Orders, then the representation period would take place and the Orders would be submitted for final determination by the Planning Inspectorate.

16.6 The substantive recommendation was proposed by Cllr Patel and seconded by Cllr Quinn and approved unanimously.

16.7 Resolved - That:

(1) Application Route 1 has, on the balance of probabilities, been proven to subsist and a Definitive Map Modification Order be made.

(2) Application Route 2 has, on the balance of probabilities, been proven to subsist and a Definitive Map Modification Order be made.

(3) Application Route 3 has, on the balance of probabilities, been proven to subsist and a Definitive Map Modification Order be made.

17. Secretary of State Decision

Recent Decision by the Secretary of State's Inspector: DMMO 5/16 – To add a footpath at Fyning Lane, Rogate

17.1 The Committee received and noted a report by the Director of Law and Assurance setting out the outcomes of the recent decision made by the Secretary of State (copy attached to the signed minutes).

17.2 Cllr Sharp took no part in the vote to note the report due to her declared personal interest in the item. Otherwise, the Committee voted unanimously to note the report.

17.3 Resolved – That the Committee notes the report.

18. Date of Next Meeting

18.1 The next scheduled meeting of the Planning and Rights of Way Committee will be on Tuesday, 9 November 2021 at 10.30 a.m.

The meeting ended at 11.02 am

Chairman

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Key decision: Not applicable
Unrestricted

Planning and Rights of Way Committee

30 November 2021

County Matter Waste Planning Application

Demolition of existing buildings and structures and construction and operation of an energy recovery facility and a waste sorting and transfer facility for treatment of municipal, commercial and industrial wastes, including ancillary buildings, structures, parking, hardstanding, and landscape works at Ford Circular Technology Park, Ford Road, Ford, BN18 0XL

Application No: WSCC/011/21

Report by Head of Planning Services

Local Member: Councillor Jacky Pendleton

Electoral division: Middleton **District: Arun**

Summary

This report relates to an application for planning permission at Ford Circular Technology Park, Ford, for an energy recovery facility (ERF), a waste sorting and transfer facility (WSTF), and ancillary infrastructure, for the management of municipal, commercial and industrial wastes. The facilities, combined, would accept up to 295,000 tonnes of waste each year, 275,000 tonnes of which would be thermally treated to produce some 28 megawatts of electrical power per annum for export to the National Grid.

This application is a revised submission, following the withdrawal of a similar application in March 2021 (ref. WSCC/036/20), that seeks to respond to concerns raised by officers, consultees, and third parties in respect of the original proposal.

This report provides a generalised description of the site and a detailed account of the proposed development and appraises it against the relevant policy framework from national to local level.

The main development plan policies of relevance to this application are Policies W10, W11, W12, W13, W14, W15, W16, W17, W18, W19, W21 and W22 of the West Sussex Waste Local Plan (WLP April 2014), Policies H SP1, H SP2, SD SP1, LAN DM1, LAN DM2, EMP SP1, D SP1, D DM1, ECC SP1, ECC SP2, ECC DM1, T SP1, T DM1, HER SP1, HER DM1, HER DM3, HER DM5, HER DM6, ENV SP1, ENV DM4, ENV DM5, W SP1, W DM1, W DM2, W DM3, QE SP1, QE DM1, QE DM2, QE DM3 and QE DM4 of the Arun Local Plan 2011 – 2031 (July 2018) and policies SP1, SA1,

EH1, EH2, EH3, EH4, EH8, EE1, EE3, EE10 and H6 of the Ford Parish Council Neighbourhood Development Plan 2017-31 (January 2019).

The following consultees object to the proposal: Arun District Council, Arundel Town Council, Clymping Parish Council, Felpham Parish Council, Ford Parish Council, Littlehampton Parish Council, Lyminster and Crossbush Parish Council, South Downs National Park Authority, Walberton Parish Council, WSCC Built Heritage, WSCC Highways, WSCC Landscape Architect, and Yapton Parish Council. Key issues of concern include: need for the facility; type of technology proposed; emissions and harm to public health and the environment; highways safety and capacity; cumulative impacts; impacts on amenity; conflict with the surrounding housing allocation; impact on the South Downs National Park; impact on designated heritage assets; design; and landscape, character and visual impacts. Although not specifically objecting, Historic England raise concerns regarding the impact on the setting and significance of heritage assets and historic landscape character, and a lack of information.

Other consultees either raise no objection (in some cases subject to conditions) or have no comments to make.

There have been 1,948 third party representations received, 1,879 of which object to the proposal, 42 that support the proposal, and 27 that provide comments rather than objection or support.

Consideration of Key Issues

The main material planning considerations in relation to the determination of the application are:

- need for the development;
- renewable and low-carbon energy generation;
- accordance with the Policy W10 of the Waste Local Plan;
- design and impacts on character, landscape, & visual amenity;
- impacts on the South Downs National Park;
- impacts on the historic environment;
- impacts on amenity;
- impacts on public health;
- impacts on highway capacity and road safety; and
- cumulative impacts.

Need for the Development

The proposed development would provide an ERF and WSTF on a site allocated for a waste management facility, that could divert a large volume of residual waste from either landfill or export outside of the County, thermally treating it to produce electricity. It would also provide an WSTF that would sort and separate out recyclable for further treatment. The development would facilitate the movement of a large volume of waste up the hierarchy from disposal to recovery and make a significant contribution towards meeting identified shortfalls for the management of waste arisings within the County in accordance with the WLP strategic objective to maintain net self-sufficiency. It would also further the WLP aspirations of 'zero

waste to landfill' and provide for managing waste close to source. Some import of waste from neighbouring counties may take place; however, this is commonplace, and the prohibitive cost associated with transporting waste by road over long distances mean that imports from further afield are unlikely to be economic. As a result, it is considered that there is a significant waste management need for the proposal in accordance with both the WLP and NPPW.

Renewable and Low-Carbon Energy Generation

The proposed development would generate partially-renewable energy, and would be designed with the potential for the export of heat should customers in the locality be secured. Although the carbon credentials of the proposal are difficult to determine with any certainty, the ERF would be designed to achieve an R1 efficiency status and is considered likely to result in carbon savings. The proposed development is therefore considered consistent with Policy W12 of the WLP, the NPPW, NPPF and wider government waste strategy, which seeks to promote the production of renewable and low carbon energy and mitigate climate change. However, given the uncertainty in the amount energy produced which could be classed as renewable, there is no guarantee at this stage that the export of heat would take place, and there are uncertainties regarding the scale of any renewable and carbon benefits.

Accordance with Policy W10 (WLP)

Although the applicant has sought to assess the impacts of the development against the various 'development principles', it is considered that it would result in unacceptable harm to the settings of some listed buildings to the north and the amenities of PROW users. Further, it has not been demonstrated that a safe and adequate means of access to the highway is available and, therefore, that the proposal would not have an adverse impact on the safety of all road users. Therefore, the proposed development does not 'satisfactorily address' the relevant development principles for this site, contrary to Policy W10 of the WLP.

Design and Impact on Character, Landscape, & Visual Amenity

The scale, form, bulk and appearance of the proposed development, in particular the substantial buildings, large bunds, and twin stacks with associated plumes, would not add to the overall quality of the area and it would not have due regard to the local context. Therefore, it is not considered to be high quality development. Furthermore, it would have an unacceptable impact on the character of the area, the wider landscape, and visual amenity. As a result, the proposed development in contrary to Policies W11 and W12 of the WLP, paragraphs 130 of the NPPF, and paragraph 7 of the NPPW.

Impact on the South Downs National Park

The proposed development would result in significant adverse impacts upon the landscape character, scenic beauty and enjoyment of the South Downs National Park. Therefore, it would undermine the objectives of its designation and negatively impact on the purposes of the National Park, contrary to Policy W13 of the WLP and paragraph 176 of the NPPF.

Impact on Historic Environment

Subject to suitable archaeological monitoring/recording, the proposed development is not considered likely to give rise to any unacceptable impact on buried features of heritage interest. The reflection of the alignment of the Portsmouth to Arundel Canal (a non-designated Heritage Asset) within the design of the scheme is considered to represent a slight heritage benefit. However, the scale, form, bulk and appearance of the proposed development, in particular the substantial buildings, large bunds, and twin stacks with associated plumes, would result in a change to the setting of a number of designated heritage assets, including those of the highest importance, which would diminish their significance. Such impacts would not conserve or enhance these heritage assets and potential benefits are not considered to outweigh the harm, contrary to Policy W15 of the WLP and paragraph 200 of the NPPF.

Impact on Amenity

The applicant has provided information to demonstrate that the operation of the facility would result in a limited increase in noise levels, particularly as most operations would be enclosed within a building. As there would be no increase in HGVs, there would be limited potential for any associated increase in noise from vehicle movements. It is considered that dust and odour could be adequately contained through measures such as fast-acting shutter doors and operating the building under negative pressure and prioritising the processing of malodourous waste. A Construction and Environmental Management Plan would address the risk of dust emissions during the construction process. Proposed lighting has been designed to minimise any spill, and subject to conditions to secure its final specifications, times of operation, and automated blinds on glazed areas, is considered suitable in relation to the existing and future context of the site. Overall, the proposal is considered acceptable with regard to potential noise, dust/litter, odour, and lighting impacts.

Impact on Public Health

The applicant has considered the potential impacts upon air quality and concludes them to be negligible. The Environment Agency, Public Health England and Arun District Council's Environmental Health Officer raise no objections to the proposal. Issues relating to ERF process emissions to air are regulated through the Environmental Permitting regime controlled by the Environment Agency, which would require the operator to demonstrate ongoing compliance with all UK objectives/limits for air quality. Overall, therefore, it is considered that there are sufficient controls through the Environmental Permitting process to ensure that the development would not result in unacceptable impacts on air quality or, as a result, impacts on human health. Therefore, the proposal accords with WLP Policies W16 and W19 insofar as they relate to air quality and public health.

Impact on Highway Capacity and Road Safety

Although proposed HGV flows will increase over that currently experienced in the locality and likely include a higher proportion of larger HGVs, they would be within previously accepted and approved limits and subject to the same routing. HGV flows resulting from construction would also remain within maximum proposed operational HGV numbers. Apart from the proposed access onto Ford Road, subject to conditions and/or S106 legal agreement to secure maximum HGV numbers and

routing as per previous permissions, a proportionate contribution for improvement of pedestrian and cycle access provision, a CEMP and DSMP, parking provision, and a workforce travel plan, the proposed development is not considered likely to give rise to any unacceptable impacts upon the capacity or safety of the highway network. However, it has not been demonstrated that the proposed access and egress onto the highway at Ford Road, by reason of its width and configuration, is adequate to accommodate the proposed type and volume of construction and operational traffic. Therefore, it has not been demonstrated that the development would not have an adverse impact on the safety of all road users, contrary to Policy W18 of the WLP and paragraphs 110 and 111 of the NPPF.

Cumulative Impact

Although there is potential for disturbance as a result of cumulative impacts with other permitted and proposed development in the locality, the proposed development would replace an established waste use and is largely comparable with it with regard to such matters. Other proposed developments in the locality (including the neighbouring strategic development site) are not typically noise, odour or dust generating, or are of sufficient separation that any impacts would unlikely result in any unacceptable cumulative impacts. Although there is some potential for cumulative construction impacts, it is considered that the impact on residents could be satisfactorily mitigated. In terms of any disturbance from HGVs on the wider highway network, it has been satisfactorily demonstrated that no unacceptable cumulative impacts would arise. Subject to appropriate conditions, it is considered that the proposed development would accord Policy W21 of the WLP.

Overall Conclusion

The proposal could divert some 275,000tpa of residual waste from either landfill or export outside of the County, thermally treating it to produce electricity. It would also include a 20,000tpa WSTF that would sort and separate out recyclables for further treatment. Therefore, the development would facilitate the movement of a large volume of waste up the hierarchy and make a significant contribution towards meeting identified shortfalls for the management of waste arisings within the County in accordance with the WLP strategic objective to achieve net self-sufficiency. It would also further the WLP aspirations of 'zero waste to landfill' and provide a facility to manage waste close to source. As a result, it is considered that there is a significant waste management need for the proposal in accordance with both the WLP and NPPW.

The proposed development would generate partially-renewable energy, and would be designed with the potential for the export of heat should customers in the locality be secured. Although the carbon credentials of the proposal are difficult to determine with any certainty, the ERF would be designed to achieve an R1 efficiency status and would result in carbon savings. The proposed development is therefore considered consistent with the WLP, the NPPW, NPPF and wider government waste strategy, which seeks to promote the production of renewable and low carbon energy and mitigate climate change.

There would be some positive benefit in terms of the creation of some 30 additional permeant jobs and additional employment during temporary construction activities, that would result in some financial benefit to the local and wider economy. However, the number of jobs created is relatively small and the construction workforce would only be required for a temporary period.

There would also be some positive biodiversity benefits of the proposed soft landscaping scheme and proposed bat/bird/bug boxes, that combined (in time) would represent a significant increase in available habitat and planting on the site. However, these benefits would be largely localised, and of limited significance in the context of the wider area.

Although the proposed development is 'acceptable in principle' in accordance with Policy W10 of the WLP, the development principles for the allocated site need to be satisfactorily addressed and it still needs to be acceptable when judged against the other policies of the plan.

Although the proposed development satisfactorily addresses most of the development principles, as summarised below, there are concerns about the impact of the proposed development on the setting of some listed buildings to the north, the amenities of PROW users, and on road safety. Therefore, it does not satisfactorily address the relevant development principles, contrary to Policy W10 of the WLP.

With regard to compliance with other policies, it is considered that the scale, form, bulk and appearance of the proposed development (in particular the substantial buildings, large bunds, and twin stacks with associated plumes), would not add to the overall quality of the area and it would not have due regard to the local context. Therefore, it would not be high quality development. Furthermore, it would have an unacceptable impact on the character of the area, the wider landscape, and visual amenity. It would also result in significant adverse impacts upon the South Downs National Park, undermining the objectives of its designation and negatively impact on its purposes. Similarly, it would result in harm to the setting of a number of important designated heritage assets (including those of the highest importance) and would reduce the contribution that these settings make to the significance of the assets. As a result, the proposed development in contrary to Policies W11, W12, W13 and W15 of the WLP, paragraphs 130, 176 and 200 of the NPPF, and paragraph 7 of the NPPW.

Although proposed HGV flows will increase over that currently experienced in the locality and likely include a higher proportion of larger HGVs, they would be within previously accepted and approved limits and subject to the same routing. Apart from the proposed access onto Ford Road, subject to appropriate conditions and/or a S106 legal agreement, the proposed development would not result in any unacceptable impacts upon the capacity or safety of the highway network. However, it has not been demonstrated that the proposed access and egress onto the highway at Ford Road is adequate to accommodate the proposed type and volume of development and construction traffic and, therefore, it has not been demonstrated that there would not be an adverse impact on the safety of all road users, contrary to Policy W18 of the WLP and paragraphs 110 and 111 of the NPPF.

It is considered that the proposal is acceptable with regard to other key material matters, including impacts on amenity and public health, and cumulative impacts.

In reaching a decision on the current planning application, the benefits of the proposal need to be weighed against its disbenefits. On the one hand, there are significant benefits in terms of waste management and lesser benefits in terms of renewable/low carbon energy generation, employment, and biodiversity. On the other hand, there would be significant adverse impacts on the character of the area, the wider landscape, visual amenity, the South Downs National Park, heritage

assets, and road safety. Overall, on balance, it is considered that the benefits of the proposal do not outweigh the significant disbenefits that have been identified and, as such, the proposed development is not considered to constitute sustainable development in accordance with paragraphs 7 or 11 of the NPPF and is contrary to the development plan when read as a whole.

Recommendation

That planning permission be refused for the reasons set out at Appendix 1.

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1. Introduction

1.1 This report relates to an application for planning permission at Ford Circular Technology Park, Ford, for an energy recovery facility (ERF), a waste sorting and transfer facility (WSTF), and ancillary infrastructure, for the management of municipal, commercial and industrial wastes. The facilities, combined, would accept up to 295,000 tonnes of waste each year, 275,000 tonnes of which would be thermally treated to produce some 28 megawatts of electrical power per annum for export to the National Grid.

1.2 This application is a revised submission, following the withdrawal of a similar application in March 2021 (ref. WSCC/036/20), that seeks to respond to concerns raised by officers, consultees, and third parties in respect of the original proposal.

2. Site and Description

2.1 The application site, known as Ford Circular Technology Park, is located on the former Ford Airfield (and blockworks site), in the parish of Ford, in Arun District. (see **Appendix 2 - Site Location Plan**).

2.2 The application site currently comprises some 6.72 hectares of hardstanding, including a large warehouse-type building containing an operational waste transfer facility (dimensions approximately 66m x 69m and 17m in height), a weighbridge, and two large vacant hangar buildings. The application site also includes a part-shared service road to from/to the public highway to the east at Ford Road.

2.3 The main application site is generally well-screened from wider views by mature trees/vegetation and bunding that surround neighbouring developments, including a line of tall, mature conifer trees running along the northern boundary. However, these features are not within the applicant's control and do not form part of the application site.

2.4 The application site is currently surrounded by flat agricultural land, albeit with the Ford Wastewater Treatment Works (WWTW) and playing pitches adjacent to the south. The Flying Fortress (children's soft play) and indoor football facilities lie to the west, beyond which is Ford Airfield Industrial Estate and residential properties in Rollaston Park. To the east lie residential properties in Rodney Crescent and an Art Studio (Mill Studio). To the north lies agricultural land and a small area of hardstanding (within the applicant's

ownership) beyond which are residential and commercial properties on Ford Lane.

2.5 The closest residential properties to the main site (excluding the access) are those on Ford Lane approximately 210m to the north east; Rodney Crescent approximately 400m to the east; Nelson Road (off Ford Road) approximately 500m to the south east; and Rodney Crescent and Rollaston Park approximately 405m to the west. The wider locality includes the settlements of Yapton to the west and Climping to the south. A number of isolated residential properties also border the surrounding road network.

2.6 There are a number of industrial and business parks in the vicinity, including Ford Airfield Industrial Estate approximately 300m to the west, Ford Lane Business Park and Trade Estate approximately 300m to the north, and Rudford Industrial Estate approximately 650m to the south. HM Prison Ford is located approximately 450m to the south east.

2.7 The application site is located within the defined built-up area, with the main site allocated in the West Sussex Waste Local Plan (April 2014) for a built waste management facility (site north of Wastewater Treatment Works, Ford). It is also surrounded by a Strategic Housing Allocation (SD8- Ford) as identified in the Arun District Local Plan 2011-2021 (July 2018) and the Ford Neighbourhood Plan (see **Appendix 3 - Arun Local Plan Proposals Map**).

2.8 A number of public rights of way fall in the vicinity of the application site (see **Appendix 4 - PROW near the site**). The nearest footpath runs from Ford Road to the east sharing a former access track to the application site before turning north and splitting towards Ford Lane and Wick Farm, and west towards Yapton. Further south, a footpath runs south east from Rollaston Park to Ford Road skirting the airfield and passing Rudford Industrial Estate.

2.9 The application site is not within an area designated for landscape, heritage or ecological reasons. However, the South Downs National Park is some 2.2km to the north with elevated views southward across the coastal plain. Further, there are several heritage assets present in both the immediate and wider locality, including Grade I and Grade II Listed Buildings, Conservation Areas, and Scheduled Monuments (see **Appendix 9 – Key Designations**). Closest to the site this includes the Grade II Listed, Place Farm (consisting of Atherington House, Southdown House and The Lodge), some 200m to the north-east. Furthest from the site at some 4km distance, but with potential to be affected, is the town of Arundel that contains numerous designated heritage assets including Arundel Castle. The site is also located on the line of former Portsmouth to Arundel canal.

2.10 The application site lies entirely within Flood Zone 1 (i.e. a '*Low Probability of* Flooding' - less than 1 in 1000 annual probability) and is not located in a Source Protection Zone (SPZ). However, shallow groundwater levels are such that is a high risk of groundwater flooding, and it is located above a principal aquifer that provides water storage and may support water supply and/or river base flows, making it of particular groundwater sensitivity.

3. Relevant Planning History

3.1 The application site has a long planning history dating back to 1960s, which includes planning permissions for concrete batching, the storage and manufacture of pre-cast concrete and building materials, production of building blocks, and several industrial and commercial uses. The use of the site for production of aerated blocks ceased in 2010 when the works were closed and decommissioned.

3.2 In September 2013, Arun District Council determined three applications for Certificates of Lawfulness for a Proposed Use or Operation (commonly referred to as a Lawful Development Certificates (LDC)) in relation to the two hangar buildings and the aerated block factory building. These certificates effectively confirmed the established use of the buildings for general industrial activities (Class B2).

WSCC/096/13/F – Proposed development and operation of a waste treatment facility.

3.3 In January 2015, planning permission was granted by the County Council for the operation of a waste treatment facility comprising a reception and pre-treatment facility/materials recovery facility (MRF), and energy from waste (EfW) facility making use of residual waste through a thermal treatment process known as gasification. The proposed facility is permitted to manage up to 200,000 tonnes of waste per annum, with approximately 60,000 tonnes recycled, and the residual fraction of 140,000 tonnes processed by the EfW to produce up to 12MW of electrical energy for export to the grid.

3.4 The permission was subject to a S106 agreement covering the entire Ford Circular Technology Park (as the two large hangar buildings were excluded from the application site) and specified the routing, number, and hours of HGVs (which has subsequently been varied - see WSCC/027/18/F below).

3.5 To date, this development has only been partially implemented, namely the limited operation of a Waste Transfer Station, currently processing some 20,000 tonnes per annum and employing some 24 staff.

WSCC/027/18/F - Proposed new access road and variation of S106 to vary permitted hours, volumes, and routing of HGVs.

3.6 In August 2019, planning permission was granted for development of a new eastern link road to serve the permitted, part-implemented, waste treatment facility (WSCC/096/13/F). Approval was also given to vary the S106 legal agreement to: route all HGVs in an easterly direction to/from the site via Ford Road/Church Lane; and to increase the maximum permitted number of HGV movements and the hours in which waste deliveries can occur, as follows.

- maximum permitted daily HGV numbers of 120 entering/leaving the site each weekday (240 HGV movements) and 60 entering/leaving the site on Saturdays (120 HGV movements); and
- hours for HGV deliveries and export 06.00-20.00 Monday to Friday and 08.00-18.00 on Saturdays.

3.7 This permission (and associated changes to the S106) was implemented in January 2020.

WSCC/036/20 – Demolition of existing buildings and structures and construction and operation of an energy recovery facility and a waste sorting and transfer facility for treatment of municipal, commercial and industrial wastes, including ancillary buildings, structures, parking, hardstanding, and landscape works.

3.8 An application for a similar development to that now proposed (albeit with buildings of a differing height, orientation, and design) was submitted in July 2020. The application was subsequently withdrawn by the applicant in March 2021.

3.9 **Fallback Position**

3.10 The developments approved by extant planning permissions WSCC/096/13/F and WSCC/027/18/F (and associated S106 legal agreements) form a lawful fallback position that is a material consideration in the determination of the current application.

3.11 The weight afforded to the legal fallback position is dependent on likelihood of lawful fallback position being implemented. The current applicant's contention is that "the gasification facility will not be built as the market and commercial considerations are not favourable". However, they also suggest the gasification facility "could be implemented" but that the technology is not proven at the capacity now proposed and that it is not as flexible to deal with potential variations in feed stock. There is, therefore, some uncertainty as to likelihood of the extant scheme being implemented. However, given that it remains a possibility, the fallback position attracts some, albeit limited, material weight.

4. The Proposal

4.1 Planning permission is sought for the construction and operation of a waste sorting and transfer facility (WSTF) and energy recovery facility (ERF) that would create electrical energy from the thermal treatment of waste. The proposed facilities, combined, would have capacity to manage 295,000 tonnes per annum (tpa).

4.2 The proposed ERF would have capacity to process 275,000tpa of residual commercial and industrial (C&I) and municipal solid wastes (MSW). This would be thermally treated to produce some 31MW of electrical power, of which 28MW would be exported to the grid (equivalent of powering approximately 68,250 homes) via a new underground connection most likely to the Crockerhill substation (north of the A27 near East Hampnett). This would be provided by the local electricity distribution company (SSE) under their permitted development rights.

4.3 The proposed ERF would be located centrally within the site in a large building comprising a series of interlocking cubic forms, measuring 128.8m x 124m and with a maximum height (boiler hall) of 38.5m above ground level. Most of the ERF buildings would be sunk 1.5m below ground level, with the waste bunker 3m below ground level. Photovoltaic solar panels would be

mounted on the main buildings, which include parapets to help screen roof mounted equipment. The main building would incorporate air-cooled condensers into the south east elevation by continuing external cladding to wrap around them, albeit open at lower levels to allow circulation of air (see **Appendix 5 – Proposed Site Layout, Appendix 6 - 3D View of Proposed Design, and Appendix 7 – ERF Elevations**).

4.4 The ERF would also include two 85m flue stacks with an external diameter of 2.25m each (albeit with slightly larger diameters at the collars located towards the top of the stacks) and which would include a safety ladder and connecting gantry. The stacks would be metal and finished in a light grey colour.

4.5 The ERF buildings would predominantly be finished in a matt standing seam aluminium cladding, with a darker grey clad plinth around their base. Integral louvres, large roller shutter doors/staff access doors would also be included on various elevations, and a ramped access for HGVs provided into the reception hall. The ERF would include six floors of administration and welfare accommodation, split across the main building and a separate workshop/administration building to the west, linked by an enclosed glazed walkway, that would incorporate a reception area, office and seminar room for visitors. The west elevation of the main building includes glazed areas with coloured panels, and the north elevation of the linked administration building would be finished in a mixture of knapped flint and glazing.

4.6 A number of other ancillary structures/buildings would also support the ERF (and, in some cases, the WSTF) including a single storey gatehouse, weighbridges, vehicle wash, fuelling area, electricity transformer, pump house, water treatment, storage tanks (diesel, ammonia, rainwater harvesting, and fire water), pump house, and cycle shelter, all of which would be finished in materials and grey tones broadly consistent with those utilised for the main buildings and stack.

4.7 The proposed WSTF would have capacity to process 20,000tpa of mixed C&I, householder, and inert construction and demolition and excavation waste (CDEW).

4.8 The proposed WSTF would be located in the southwest of the site in a stand-alone rectangular building measuring 60m x 43.8m and 16.1m in height, finished in materials to match the neighbouring ERF (i.e. matt standing seam aluminium cladding). It would also, include large roller shutter doors on the west and east elevations. (see **Appendix 8 – WSTF Elevations**)

4.9 In addition to those shared with the ERF, several other ancillary structures/buildings would also support the WSTF, including a double stacked prefabricated office and welfare building, pump house and stores building, fire water tank, and quarantine bay. These would generally be finished in materials and grey tones broadly consistent with those utilised for the main buildings and stack for the ERF.

4.10 Immediately surrounding the buildings, internal areas would be laid to hard standing to provide circulation routes for vehicles, temporary laydown areas (required during any maintenance periods), and parking for staff and visitors. Owing to the sunken nature of the ERF buildings and the presence of

perimeter bunds, surfaces would be graded around the ERF at various levels and include a number of internal gabion retaining walls and railings.

4.11 Areas of hardstanding would include 64 parking spaces (including four for mobility impaired), a coach drop off area, a cycle shelter for 32 bicycles, and seven motorcycle spaces located close to the ERF, and a further six spaces (including one for mobility impaired) adjacent to the WSTF. The applicant advises that all parking spaces would be provided with vehicular electrical charging points. Further, an area of blue block paving is proposed within the site parking area to indicate the alignment of the former canal.

4.12 The proposals would include the provision of large, planted bunds constructed from some 62,500m^3 of imported soils/inert materials that would surround the proposed built development to the west, north and east. These would vary in height and depth, but in summary would include sloped banks up to 4m in height along the northern boundary, with two terraces up to 8m in height to the north-west and north-east corners. To the south-west the bund would decrease in height to 2m, and to the east the bund would taper southwards to ground level.

4.13 The bund would incorporate a tunnel to the north-east corner and staggered break in the south-west section, which is required to maintain an existing right of access through the site for agricultural vehicles. Further, the western bund would include a pond and tall flint wall cut into the bund, to indicate the former alignment of the canal.

4.14 The proposals include several boundary treatments, including: a 2.4m grey paladin fence around the outer edge of the site boundary; a 1m knapped flint gabion wall at the toe of bunds; a 3m timber acoustic fence set inside the permitter fence on the southern boundary (stained dark grey); and a timber acoustic fence that surrounds the built development and runs along the crest of the bunds ranging between 2.4m and 5m in height (stained dark grey).

4.15 In terms of landscaping, the proposals include hedgerow and native scrub plating along the majority bund toes, woodland planting on bund slopes and terraces, and wildflower and meadow grass areas up to the margins of the site, with specimen trees in selected locations. Trailing plants are also proposed on some internal retaining walls to the north east of the site. Proposed landscaping would be complimented with further habitat through the provision of some five bat boxes, 15 bird boxes and five bug hotels both within the fabric of the buildings and/or as part of hard and soft landscaping arrangements.

4.16 In terms of lighting, the proposals include a mixture of wall (up to 8m above ground) and column-mounted (6m) lighting to illuminate internal access and circulation areas during hours of darkness.

Operations and Working Hours

4.17 For the ERF, waste would enter the site in HGVs, via weighbridge, and into the reception hall where it would be deposited in the bunker hall (with a storage capacity for approximately five days waste). Thereafter, an internal grab crane would feed waste into twin lines of moving grate combustion chambers where waste would be burned to create steam within the boiler

hall. Residuals from the combustion process, known as incinerator bottom ash (IBA), would be transferred by conveyor into the IBA bunker for removal off site and specialist recovery and recycling (e.g. as secondary aggregate). This would amount to some 56,000tpa or 20% of the input. Superheated steam would be passed into the turbine hall where a turbine would power a generator to produce electricity and steam condensed back to water in air-cooled condensers (ACCs).

4.18 Flue gases created by the combustion process would be cleaned in flue gas treatment (FGT) systems, one for each of the twin lines, before being realised through twin 85m stacks. FGT systems would also create residues that would be removed from site in sealed tankers for specialist recovery and recycling (e.g. as aggregate/building blocks). This would amount to some 13,000tpa or 5% of the input.

4.19 The applicant proposes that the ERF would operate 24 hours a day, seven days a week. HGV deliveries and departures would take place 06:00-20:00 Monday to Friday and 08:00–18:00 on Saturdays.

4.20 For the WTSF, waste would enter the site in HGVs, via the weighbridge, where dependant on origin/type, it would be deposited within indoor bays. Thereafter, it would be manually sorted into different recyclable waste types (e.g. plastic, paper, wood, glass, textiles) and bulked for onward transfer to a suitable recycling or further treatment facility. It is estimated that a third of waste received at the WSTF per annum (approximately 6,5000 tonnes) would be non-recyclable and would be transferred to the adjacent ERF for thermal treatment.

4.21 The applicant proposes that the WSTF would operate 06:00-20:00 Monday to Friday and 08:00–18:00 on Saturdays. HGV deliveries and departures would also be between these hours.

HGV Movements

4.22 The proposed facilities would result in a daily average of 109 HGVs in and out (218 HGV movements) Monday-Friday. However, to take account of potential variances, the applicant proposes maximum daily HGV numbers of 120 in and 120 out (240 HGV movements) on weekdays. On Saturdays, the applicant proposes maximum HGV numbers of 60 in and 60 out (120 HGV movements). No HGV movements are proposed on Sundays. All HGVs and operational vehicles would enter/exit the site via the existing access/service road to its junction with the highway at Ford Road. Thereafter, all traffic would be routed to/from the south via Ford Road/Church Lane to its junction with the A259 where it would join the wider highway network.

Construction

4.23 The works would involve various demolition and civil works and require a wide range of plant, equipment and temporary welfare buildings on site including: excavators; dump trucks; cranes; hoists; elevated work platforms; concrete pumps; piling rigs; compressors; generators; and pumps. Outdoor construction hours of 07:00 to 19:00 Monday to Saturday is proposed, with no works on Sundays or public holidays.

4.24 Proposed groundworks would require some 43,000m3 of material to be excavated and the import of some 58,800m3 of suitable inert materials/soils required to construct the bunds. Although excavated materials would be retained/re-used where possible, the limited space available on site and composition of materials is such that the applicant assumes excavated materials would be removed from the site to a suitable facility/site, and bund materials imported separately.

4.25 The total combined site preparation and construction programme would take 51 months (4.25 years) in five phases:

- Phase 1 (seven months) – Construction of the WSTF. This would involve enabling works, such as breaking up of the concrete base, construction of super and substructures, installation of underground services, fit out, and weighbridge installation.
- Phase 2 (four months) – Demolition of all existing structures on site. This Phase would overlap for a couple of months with Phase 1.
- Phase 3 (six months) – Excavation to proposed ground levels. This would include exactions to approximately 1m below proposed sunken ground levels for the ERF (to allow for a concrete base) and the removal of excavated material from the site (estimated at 46,300m^3). This Phase would overlap in its entirety with Phase 4.
- Phase 4 (36 months) - Construction and commissioning of the ERF. This would involve civil and mechanical works including foundations, and erection of cranes to construct ERF buildings, and installation of plant. It would also include commissioning of the plant.
- Phase 5 (12 months) – Construction of bunds and landscaping. This Phase is programmed last to allow for sufficient construction laydown and working areas for construction of the ERF. This Phase would overlap with the end of Phase 4 for six months.

Employment

4.26 The proposed development would result in some 54 jobs upon completion (an increase of 30 over that currently employed by the site). Further, during construction, the development could result in a temporary workforce the number of which would vary dramatically (from seven during Phase 5 to a peak of 492 during Phase 4).

Key Differences between Extant Permissions and Proposed Development

4.27 In granting extant permissions at the site (as recently as August 2019), the County Council has come to a view on a number of material matters and there is a need for consistency in decision-making in determining the current application.

4.28 The key substantive differences between the extant permissions and the current proposal are:

- a change in proposed energy from waste (EFW) technology from gasification to moving grate incineration;
- total site waste throughput increasing from 200,000 to 295,000tpa;

- export of electrical energy to the grid increasing from 12 to 28MW; and
- a change in maximum building height from 22m to 38.5m, flue stack height from 50m to 85m, and flue stack diameter from 1.1m to 2.25m.

4.29 For the purposes of the Environmental Impact Assessment (EIA), the Environmental Statement (submitted by the applicant) has based its assessments on the impacts of the site in the absence of the unimplemented part of the extant permission (i.e. the EFW element) and it assumes only the continued operation of the current waste transfer station on the site. It has also provided comparison with the full extant scheme for completeness. This report highlights key differences in Section 9 when discussing the key issues associated with the current application and details, where appropriate, why different conclusions have been drawn about such matters.

5. Environmental Impact Assessment (EIA) and Habitat Regulations Assessment (HRA)

5.1 The proposal falls within Part 10 of Schedule 1 to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 as it involves 'Waste disposal installations for the incineration or chemical treatment of non-hazardous waste with a capacity exceeding 100 tonnes per day'. The proposal is, therefore, required to be supported by an EIA.

5.2 A Scoping Opinion setting out the formal view of the County Council as to the scope of information to be supplied and considered in the Environmental Statement was issued in March 2020. The application is supported by an EIA.

5.3 All planning applications that may affect the protected features of a protected European Habitat Site require consideration of whether the plan or project is likely to have significant effects on that site. This consideration is referred to as HRA screening and is to be undertaken by the determining authority. Where the potential for likely significant effects cannot be excluded, an Appropriate Assessment of the implications of the plan or project for that site would be required.

5.4 The submitted application is supported by a Shadow HRA that has considered the potential impacts pathways on two European Sites within 10km of the site; Duncton to Bignor Escarpment Special Area of Conservation (SAC) and Arun Valley Special Protection Area (SPA).

5.5 The County Ecologist has 'screened' the proposal and concludes it would not have any significant adverse effect, either alone or in combination with other relevant projects and plans, on the integrity of any European designated site. Consequently. Therefore, an Appropriate Assessment is not required.

6. Policy

Statutory Development Plan

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the statutory 'development plan' unless material considerations indicate otherwise (as confirmed in paragraph 2 of the National Planning Policy Framework - NPPF).

For the purposes of the application, the following documents form the statutory development plan: West Sussex Waste Local Plan (April 2014), Arun Local Plan 2011-2031 (July 2018), and Ford Parish Council Neighbourhood Development Plan 2017-31 (January 2019).

6.2 Since this is an application for a waste development, the most relevant policies material to the determination of this application are those in the WLP and as such these form the focus of this report. Nonetheless, all key policies in the development plan, which are material to the determination of the application, are summarised below. In addition, reference is made to relevant guidance, national planning policy and supplementary planning documents which guide the decision-making process and can be material to the determination of the application.

West Sussex Waste Local Plan (April 2014)('WLP')

6.3 The WLP was adopted by the County Council in April 2014 and forms part of the 'development plan'. In accordance with statutory requirements, the WLP was reviewed in 2019, and May 2019 confirmed by Cabinet Member decision to remain relevant and effective. Therefore, the WLP remains up to date.

6.4 Policy W10 allocates strategic sites, including one at 'Site north of Wastewater Treatment Works, Ford (Policy Map 1)', to meet identified shortfalls in transfer, recycling and recovery capacity. It states that the allocated sites are "acceptable, in principle, for the development of waste management facilities for the transfer, recycling, and/or recovery of waste (including the recycling of inert waste)". Policy W10 also states that "*the development of a site* "… must take place in accordance with the policies of this Plan and satisfactorily address the 'development principles' for that site identified in the supporting text to this policy".

6.5 The supporting text to Policy W10 sets out the development principles for the allocated site:

> "Site north of Wastewater Treatment Works, Ford (Policy Map 1): A brownfield site (approximately 6.0 hectares) outside the defined built-up area with permission for industrial use. It has previously been used for the manufacture of building products and is currently vacant. In theory, it has the physical capacity to deliver a single built facility (up to c.250,000tpa) or a number of smaller facilities; however, the actual waste management capacity achieved on the site would depend upon the specific type of facility/facilities and the chosen technology or technologies".
>
> The development principles for the Ford site are as follows:
>
> - development of the site to be comprehensive;
> - comprehensive landscaping scheme required;
> - assessment of impact on the listed buildings to the north and possible mitigation required;
> - if substantial new ground excavations are proposed, low-level archaeological mitigation required;
> - assessment of impacts on the water environment (major aquifer) and possible mitigation required;

- assessment of impacts on the amenity of users of public rights of way and possible mitigation required;
- assessment of impact (e.g. traffic, noise, odour) on the amenity of nearby dwellings to the north east and south west and possible mitigation required;
- the cumulative impacts of traffic, noise and odour on the environment and local communities to be satisfactorily addressed and mitigated as required, taking into account all existing, permitted, allocated, or proposed development within the wider area;
- assessment of the possible closure of the existing access north of Rodney Crescent and the use of an alternative access to the site from Ford Road;
- assessment of impact of additional HGV movements on highway capacity and road safety, including at the Church Lane and A259 junction and possible mitigation required;
- a routing agreement is required to ensure vehicles enter and exit via Ford Road to the south, and not to or from the A27 to the north. Access via Rollaston Park/B2233 for HGVs should also be prevented"

6.6 Policy W11 Character seeks to protect "the character, distinctiveness, and sense of place of the different areas of the County…." and to ensure that developments "reflect, and where possible, reinforce the character of the main natural character areas (including the retention of important features or characteristics)….".

6.7 Policy W12 High Quality Developments supports proposals for waste development provided that;

"… they are of high quality and, where appropriate, the scale, form, and design (including landscaping) take into account the need to:

(a) Integrate with and, where possible, enhance adjoining land-uses and minimise potential between land-uses and activities;

(b) Have regard to the local context including:

(i) the varied traditions and character of the different parts of West Sussex;

(ii) the characteristics of the site in terms of topography, and natural and man-made features;

(iii) the topography, landscape, townscape, streetscape and skyline of the surrounding area;

(iv) views into and out of the site; and

(v) the use of materials and building styles;

(c) includes measures to maximise water efficiency;

(d) include measures to minimise greenhouse gas emissions, to minimise the use of non-renewable energy, and to ,maximise the use of lower-carbon energy generation (including heat recovery and the recovery of energy form gas); and

(e) include measures to ensure resilience and adaptation to a changing climate."

6.8 Policy W13 Protected Landscapes seeks to protect Areas of Outstanding Natural Beauty (AONBs) and the South Downs National Park (SDNP) from unnecessary and inappropriate development and allows for waste development outside protected landscapes "… provided they do not undermine the objectives of the designation".

6.9 Policy W15 Historic Environment seeks ensure that "known features of historic or archaeological importance are conserved, and where possible enhanced, unless there are no alternative solutions and there are overriding reasons which outweigh the need to safeguard the value of sites or features …". Further, it requires that waste development "… would not adversely affect currently unknown heritage assets with significant archaeological interest ..." and "where appropriate, the further investigation and recording of heritage assets ...".

6.10 Policy W18 Transport seeks to ensure that "transport links are adequate to serve the development", including requirements to demonstrate that "vehicle movements associated with the development will not have an unacceptable impact on the capacity of the highway network" and "there is safe and adequate means of access to the highway network and vehicle movements associated with the development will not have an adverse impact on the safety of all road users".

6.11 Policy W19 Public Health and Amenity seeks to ensure that "lighting, noise, dust, odours and other emissions, including those arising from traffic, are controlled to the extent that there will not be an unacceptable impact on public health and amenity".

6.12 Policy W21 Cumulative Impact supports proposals for waste development "provided that an unreasonable level of disturbance to the environment and/or local communities will not result from waste management and other sites operating simultaneously and/or successively".

6.13 The following policies are also relevant: Biodiversity and Geodiversity (Policy W14), Air, Soil and Water (Policy W16), Flooding (Policy W17), and Aviation (Policy W22).

6.14 **West Sussex High Quality Waste Facilities, Supplementary Planning Document (December 2006)**

6.15 This Supplementary Planning Document (SPD) was prepared by the County Council as a guide for the design and layout of waste management facilities in support of the former Minerals and Waste Development Framework. Nonetheless, it remains of relevance and a supporting document to the current Waste Local Plan, particularly Policy W12 (High Quality Development).

Arun Local Plan 2011-2031 (July 2018)

6.16 Policy H SP1 identifies the need to provide for new homes during the plan period. To deliver these homes, the Local Plan allocates several Strategic

Sites, setting overarching criteria for their comprehensive development and encouraging Masterplans to guide development (Policy H SP2).

6.17 Of relevance to the development proposal is the Strategic Housing Allocation (Policy H SP2c) at Inland Arun, Ford (SD8), which is allocated to provide at least 1,500 dwellings over the plan period. This site allocation surrounds the application site (see **Appendix 3 – Arun Local Plan Proposals Map**). The allocation is subject to several key design and infrastructure requirements as follows:

> "Development proposals in the Ford Strategic Allocation will provide at least 1,500 dwellings over the plan period. The site is functionally connected to Arun Valley SPA and development should avoid adverse effects on this designated area. Development proposals must demonstrate compliance with the following key design and infrastructure requirements:
>
> a. to take account of sustainable links for all modes of transport between the development, Ford Railway Station and the Littlehampton/Arundel cycleway,
>
> b. provide a new two-form entry primary school and nursery places,
>
> c. provide a Community hub to meet identified local need which includes,
>
> i. new retail, commercial and community facilities,
>
> ii. a new Tier 7 library facility, and
>
> iii. provision of new healthcare facilities for Ford (SD8), Yapton (SD7) and Climping (SD10). Alternatively, where appropriate, proposals may make a contribution towards new facilities or the improvement or expansion of the relevant existing facilities, subject to agreement with the Council,
>
> d. incorporate two new sports pitches and changing facilities,
>
> e. provide a new 3G pitch facility to serve the east of the District,
>
> f. improvements to the A259 between Climping and Littlehampton,
>
> g. incorporate planned new employment provision,
>
> h. reflect the historic alignment of the canal,
>
> i. maintain visual separation between Ford and Yapton and between Climping and Ford through the layout of the development and provision of landscaped open space; and
>
> j. take into account the siting of Ford Wastewater Treatment Works, including the outcomes of an odour assessment, and not prejudice the operation of or the expansion of the treatment plant as required to accommodate future growth in the District."

6.18 Although surrounded by the Strategic Housing Allocation, the application site is identified in the Local Plan as being allocated by the WLP as a Strategic Waste Site. In this regard, Policy WM DM1 (Waste Management) of the Arun Local Plan sets a "…general presumption against any development which may harm or prejudice the operation of existing and allocated waste facilities and infrastructure…".

6.19 In addition to the above, the following policies are of relevance to the proposed development: Climping Housing allocation (Policy H SP2c (SD10)), Sustainable Development (SD SP1), Strategic Approach (SD SP1a), Protection of Landscape Character (LAN DM1), The Setting of Arundel(LAN DM2), Strategic Economic Growth (EMP SP1), Design (D SP1), Aspects of Form and Design Quality (D DM1), Adapting to Climate Change (ECC SP1), Energy and climate change mitigation (ECC SP2), Renewable Energy (ECC DM1), Transport and Development (T SP1), Sustainable Travel and Public Rights of Way (T DM1), Historic Environment (HER SP1), Listed Buildings (HER DM1), Conservation Areas (HER DM3), Remnants of the Portsmouth and Arundel Canal (HER DM5), Sites of Archaeological Interest (HER DM6), Natural Environment (ENV SP1), Protection of Trees (ENV DM4), Development and Biodiversity (ENV DM5), Water (W SP1), Water Supply and Quality (W DM1) Flood Risk (W DM2), Sustainable Urban Drainage Systems (W DM3), Quality of the Environment (QE SP1), Noise Pollution (QE DM1), Light Pollution (QE DM2), Air Pollution (QE DM3), and Contaminated Land (QE DM4).

Ford Parish Council Neighbourhood Development Plan 2017-31 (January 2019)

6.20 The Ford Neighbourhood Development Plan was 'made' in January 2019. The following policies are of relevance to the proposed development; Spatial Plan for the Parish (SP1), Site Allocation, Ford Airfield (SA1), Protection of trees and hedgerows (EH1), Renewable Energy (EH2), Buildings and structures of character (EH3), Surface Water Management (EH4), Light Pollution (EH8), Support for business (EE1), Protection of existing businesses (EE3), Quality of Design of commercial buildings (EE10), and Integration of New Housing (H6).

National Planning Policy Framework (2021) ('NPPF')

6.21 The NPPF sets out the Government's planning polices for England and how these are expected to be applied. The NPPF does not form part of the development plan but is a material consideration in determining planning applications.

6.22 The key relevant paragraphs of the NPPF relevant to the proposed development are: 11 (presumption in favour of sustainable development), 47 (determining applications in accordance with the development plan), 55-58 (planning conditions and obligations), 100 (protect and enhance public rights of way), 104 (Transport Issues), 110-113 (Transport and considering development proposals), 120 (making effective use of land), 130 (well-designed places), 132 (design quality), 133 (trees), 135 (development not well designed should be refused), 150 (flood risk), 152-154 (meeting the challenge of climate change, flooding and coastal change), 157 -158 (energy consumption and low carbon energy), 167 – 169 (Ensuring flood risk is not increased elsewhere and sustainable drainage systems), 174 (conserving and enhancing the natural environment), 176 (great weight to conserving and enhancing landscape and scenic beauty in National Parks, and AONBs), 180 (protecting and enhancing biodiversity and geodiversity in determining planning applications), 183-184 (ground conditions and contamination), 185 -186 (effects on health, living conditions and the natural environment including from noise, lighting and air quality), 187 (agent of change), 188

(control and processing of emissions are subject to sperate pollution control regimes), 194 (proposals affecting heritage assets), and 199-205 (Considering potential impacts to heritage assets).

National Planning Policy for Waste (2014) ('NPPW')

6.23 The NPPW sets out detailed waste planning policies that provide the planning framework for local authorities to put forward through waste local plans, strategies that identify sites and areas suitable for new or enhanced facilities to meet waste management needs. It also sets out the approach waste authorities should take to determining applications. The NPPW does not form part of the development plan but is a material consideration in determining planning applications. The NPPW promotes, wherever possible, the use of waste as a resource and the movement of waste management up the 'waste hierarchy', thereby only supporting the disposal of waste as a last resort.

6.24 At paragraphs 3-5, the NPPW seeks waste planning authorities to meet the identified needs of their area for the management of waste streams and identify suitable sites and areas for new or enhanced waste management facilities (including where low-carbon energy recovery is proposed, siting to enable the utilisation of heat).

6.25 At paragraph 7, guidance is provided for the determination of planning applications. It states:

"When determining waste planning applications, waste planning authorities should:

- only expect applicants to demonstrate the quantitative or market need for new or enhanced waste management facilities where proposals are not consistent with an up-to-date Local Plan. In such cases, waste planning authorities should consider the extent to which the capacity of existing operational facilities would satisfy any identified need;
- recognise that proposals for waste management facilities such as incinerators that cut across up-to-date Local Plans reflecting the vision and aspiration of local communities can give rise to justifiable frustration, and expect applicants to demonstrate that waste disposal facilities not in line with the Local Plan, will not undermine the objectives of the Local Plan through prejudicing movement up the waste hierarchy;
- consider the likely impact on the local environment and on amenity against the criteria set out in Appendix B and the locational implications of any advice on health from the relevant health bodies. Waste planning authorities should avoid carrying out their own detailed assessment of epidemiological and other health studies;
- ensure that waste management facilities in themselves are well-designed, so that they contribute positively to the character and quality of the area in which they are located;
- concern themselves with implementing the planning strategy in the Local Plan and not with the control of processes which are a matter for the pollution control authorities. Waste planning authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced;

- ensure that land raising or landfill sites are restored to beneficial after uses at the earliest opportunity and to high environmental standards through the application of appropriate conditions where necessary."

6.26 Appendix B sets out key criteria for testing the suitability of waste management sites, in particular; protection of water resources, land instability, landscape and visual impacts, nature conservation, conserving the historic environment, traffic and access, air emissions including dust, odours, vermin and birds, noise, light and vibration, litter, and potential land use conflict.

6.27 **Waste Management Plan for England (2021) ('WMPE')**

6.28 The WMPE focuses on waste arisings and their management. It is a high-level, non-site specific document providing an analysis of the current waste management situation in England and evaluates measures to support the implementation of the objectives and provisions of the Waste (England and Wales) Regulations 2011.

6.29 **Energy from Waste – A guide to the Debate (2014) ('EFWG')**

6.30 EFWG is a guide produced by the Government to inform discussions and decisions relating to energy from waste, highlighting key environmental, technical, and economic issues and setting an overview and key messages for the role of energy from waste in managing waste.

6.31 **Energy White Paper -Powering Our Net Zero Future (2020), Overarching National Policy Statement for Energy (EN-1), and National Policy Statement for Renewable Energy Infrastructure (EN-3) (2011).**

6.32 The National Policy Statements (NPS) set out national energy infrastructure policy. The Energy White Paper states that, until reviewed, "the current suite of NPS remain relevant government policy and have effect for the purposes of the Planning Act 2008". Although they are targeted at larger energy facilities qualifying as Nationally Significant Infrastructure Projects (i.e. EFWs of more than 50MW), they provide useful context and can be a material consideration (albeit of limited weight) in planning decisions.

EU Council Directive 2008/98/EC

6.33 By virtue of arts.18 and 20 of the Waste (England and Wales) Regulations 2011 (SI 2011/988) when determining any application for planning permission that relates to waste management (art.18) or landfill (art.20) the authority is required to take into account the Council Directives 2008/98EC and 1999/31EC. For waste management, Directive 2008/98EC sets out the objectives of the protection of human health and the environment (article 13) and self-sufficiency and proximity (first paragraph of article 16(1), article 16(2) and (3)). Case law has confirmed that these articles are objectives at which to aim. As objectives, they must be kept in mind whilst assessing the application and provided this is done, any decision in which the furtherance of the objectives is not achieved, may stand.

6.34 Further, under the Waste Management Licensing Regulations 1994, Sch.4, para.4 (now substituted by the Waste (England and Wales) Regulations 2011

(2011/988), waste authorities, when considering a planning application for use of a site for waste management purposes, must approach their decision as required by ss.54A and 70(2) of the Town and Country Planning Act 1990, that is, in accordance with the development plan unless material considerations indicate otherwise.

7. Consultations

7.1 **Arun District Council**: Objection. The need for the facility has not been demonstrated. The scale and height of the proposed development are not of the highest quality and will have a significant adverse visual impact on the character of the landscape, on local settlements including the town of Arundel, and on the South Downs National Park. Comprehensive and effective landscaping would not be possible. Cumulative impact of traffic on the local highway network. Noise assessments have not adequately considered all sensitive receptors. Odour. Conflict with the surrounding strategic housing allocation. The proposed development is contrary to the Waste Local Plan and Arun Local Plan.

7.2 If WSCC are minded to grant approval, recommend conditions to secure white noise reverse alarms, controls over HGV deliveries, air quality and emissions mitigation, improved cycle and pedestrian access, use of electric vehicles where possible, dust management, contaminated land risk assessment/mitigation, and comprehensive landscaping. Further, should WSCC be minded to approve the application, a request would be made for the Secretary of State to call-in the application for determination.

7.3 **Arun District Council (Environmental Health Officer - EHO):** No objection. Reserve some concerns about noise impacts on playing pitches to the south, and potential lengthy construction impacts on future residents of the neighbouring strategic development site (should they come forward in advance of the proposed development). However, also note that other powers would remain available to them to prevent unacceptable noise should it be necessary. Similarly, concerns are noted about potential for odour impacts on existing/future residents closest to the proposed development, prevention of which cannot be guaranteed by an Environmental Permit. Recommend conditions to secure management of bund phasing to protect neighbouring amenity, hours of HGV deliveries, and to secure proposed emissions mitigation (e.g. rooftop solar photovoltaic cells, EV chargers at all parking spaces, and provision of cycle parking, showers and lockers).

7.4 **Arun District Council (Drainage Engineer):** Comment on the outline surface water drainage design and matters that will require further consideration at the detailed design stage. Recommend conditions to secure a range of details including; the need to verify the condition of the existing outlet; treatment measures for discharged surface water; verification; and maintenance arrangements.

7.5 **Ford Parish Council:** Objection. The application should not be compared to unacceptable withdrawn schemes. It is overly reliant on the site's allocation to justify impacts. Unacceptable impact on the area and on the adjacent mixed-use allocation. Deficiencies in the ES assessment and conclusions relating to: a. Landscape and visual effects; b. Transport impact; c. Noise and vibration; d. Air Quality, Odour and Dust; and e. Social and community

effects. The proposed design is wholly unacceptable in terms of its impact, form, mass, scale, and design. There is not a clear need for the proposed development. The proposed development is contrary to the development plan.

7.6 **Clymping Parish Council:** Objection. Need unproven, noting the EFW facility approved at Horsham (a better site). Location is poor in terms of transport sustainability and is not well-located to sources of waste. Congestion, traffic, and higher numbers of large HGVs will result in a significant impact on Clymping village and Church Lane in terms of emissions, highway safety and capacity (including upon non-motorised users), and damage to roads. It will encourage waste from outside WSCC. Incineration is at the lower end of the hierarchy and repurposing should be the objective. Carbon emissions are unfavourable compared to other renewable energies. Conflict with the neighbouring Arun Local Plan Strategic allocation for 1,500 dwellings. The WLP and Arun Local Plan are in obvious conflict. Residents will be dominated and overshadowed.

7.7 Countryside and character will not be preserved. Detrimental visual impact on both the immediate locality/landscape and the SDNP. Mass and height will result in an alien building and chimneys dominating all viewpoints and a blight on the landscape in the open coastal plain and countryside setting of Clymping, contrary to both the WLP and Clymping Neighbourhood Plan. No consideration of HGV impacts on listed buildings in Clymping. Concerns about risks to public health (including perceived risks – i.e. fear/anxiety). Potential for fires, emissions, major accidents and noise, lighting, dust and odours.

7.8 **Yapton Parish Council:** Objection. Lack of community engagement. Impacts on views from the village including Church Lane Conservation Area and its setting. Highly visible and dominant within many views in Arun, the South Downs National Park, and Chichester. Significant detrimental impact on St Andrews Church, and other heritage assets and their settings. Pollutants a concern to residential communities. HGV movements and size inappropriate for the roads and growing residential areas. Impact on residents and the SNDP from lighting. Noise pollution from operations and HGVs. Incongruous with setting, landscape and heritage assets, incompatible with the proposed 1,500 new homes on adjoining land, exceeds West Sussex's waste capacity need. Lack of connection to power infrastructure.

7.9 **Walberton Parish Council:** Objection. Visual impact on the landscape, character and SDNP. Contrary to the Walberton Neighbourhood Plan as impacts on protected views. Impact and conflict with Strategic Housing allocation. Impacts on air quality, and concerns over the methodologies used in the submitted assessments. Incineration is at the lower end of the hierarchy and repurposing should be the objective. Incineration contrary to policies to minimise carbon emissions and adapt to/mitigate climate change. Increase in HGV traffic in combination with proposed housing traffic, will generate pollution, noise, congestion, and vibration impact on listed buildings. Location poor in terms of transport sustainability and does not maximise the use of rail and water transport. Risk of major incidents including fires and associated potential emissions. The proposed development is contrary to the development plan.

7.10 **Arundel Town Council:** Objection. A huge industrial building in a flat, rural landscape. Chimneys clearly visible from Arundel Castle and the SDNP resulting in a detrimental impact and reduce attractiveness of Arundel as a tourist destination/impact on the town's economy. Size and scale detrimental to the skyline, landscape, character, and enjoyment of a wide area, between the SDNPA and the coast, including the banks at the River Arun. Roads unsuitable for traffic. Increase in traffic northwards into Arundel via an unsuitable road. Serious impact on the A259/National Cycle Network. Impact and conflict with Arun Local Plan Strategic Housing allocation. Emission impacts. The proposed development is contrary to the NPPF and the development plan.

7.11 **Littlehampton Town Council:** Objection. 85m stacks detrimental in terms of emissions and impact on the landscape. Impact of HGVs considerably underestimated. Traffic impacts in combination with several new developments. The mass of the building and the employment opportunities not sufficient to allay concerns that it would overwhelm the area.

7.12 **Lyminster and Crossbush Parish Council:** Objection. Visual impact on the surrounding land, the SDNP and heritage assets including Arundel Castle. The scale, form, design, bulking and height entirely inappropriate and an industrial blot on the lowland agricultural/rural landscape. Exceeds the capacity for the Ford site. Inadequate consideration of traffic impact and mitigation measures including consideration of existing traffic problems and cumulative effects with residential developments. Traffic impact on the A284 is likely cause of future accidents. Rail could be utilised to deliver waste to the site. Insufficient presentation of emergency procedures /risk assessment and potential for unauthorised releases. Little regard for community and engagement. CHP heating and employment benefits marginal and not proportionate to negative impacts. Carbon benefits based on assumptions and meaningless. Incineration of waste is at the bottom of the waste hierarchy and a 'last resort'. Lack of detail regarding bottom ash and potential for airborne dust. The proposed development is contrary to the development plan.

7.13 **Felpham Parish Council:** Objection. Visual impact including from stacks will be imposing structures and in views from the SDNP and Arundel Castle. Industrial features significantly higher than current structures. Acoustic fences will have a visual and industrial impact. Not in keeping with the surrounding street scene and area. No potential heat users have been secured so rejected to the atmosphere as a waste product with potential environmental effects. HGV impacts on highway safety and capacity. Lack of consideration of cyclists and pedestrians for which HGV traffic will be intimidating. Cumulative highways impact with neighbouring developments. Traffic at local level crossings at Ford and Yapton.

7.14 **South Downs National Park Authority:** Objection. Impact on the Statutory Purposes of the South Downs National Park and its special qualities. Acknowledge the site's allocation, previous permission WSCC/096/13/F (for a smaller building than that now proposed), and surrounding allocation for Strategic Housing. The Strategic Housing Site will have an urbanising impact on the wider landscape and the National Park that needs to be considered alongside the need; however, it is the combination of

the additional scale, height, bulk (in particular) and colour choices of this proposal which is creating the harm and unacceptable adverse impacts.

7.15 Agree with the submitted Environmental Statement (and LVIA) that this proposal will have adverse impacts on views and experiential qualities of the National Park and its setting. The proposal will be highly visible in panoramic views of the Arun Valley/coastal plain from a National Trail (the South Downs Way) and other public rights of way across the National Park. The adverse impacts will be significant.

7.16 In longer and more elevated views (such as those from the National Park), the use of the proposed matt metallic 'silver' materials to clad the building(s), will be seen against darker backgrounds and will be more obtrusive. Do not believe that sufficient consideration has been given to all the mitigation measures to reduce the adverse impacts to the National Park and in harmonising this proposal with the landscape. Recommend exploring further a reduction in scale and height of the building(s) and stack, other measures to reduce the visual impact (e.g. use of 'green/living' walls).

7.17 Highlight under Section 62 of the Environment Act 1995, the need for WSCC to meet the legal requirement to have regard to the statutory purposes of the National Park in determining this application.

7.18 **Environment Agency:** No objection subject to conditions to secure a Contamination Remediation Strategy, Construction Method Statement, and details/approval of any proposed surface water infiltration and piling methods. Note that groundwater is particularly sensitive in this location because located upon a principal aquifer and there are two groundwater abstractions on site. Specified conditions are therefore required to manage potential pathways for contamination to groundwater, and to mitigate risk of any potential contamination from previous industrial uses that could be mobilised during construction.

7.19 Note that an environmental permit for the importation, storage and treatment of waste will be required (sperate to the need for planning permission) and that the applicant will be required to ensure operations at the site are in accordance with the Environmental Permitting Regulations 2008.

7.20 **Public Health England:** No objection. No significant concerns regarding risk to health of the local population from potential emissions associated with the proposed activity, providing that the applicant takes all appropriate measures to prevent or control pollution, in accordance with relevant technical guidance or industry best practice.

7.21 Operators of waste incinerators are required to monitor emissions to ensure that they comply with the emission limits regulated by the Environment Agency (EA) through an Environmental Permits (EP). The EP application will have to demonstrate that the proposed plant will use Best Available Techniques (BAT) in order to control emissions to air, land and water. The EA consults organisations including PHE on EP applications who assesses the potential public health impact of a proposed installation and makes recommendations based on a critical review of the information provided for the EP application. PHE will request further information at the EP stage if it

believes that this is necessary to be able to fully assess the likely public health impacts.

7.22 The demolition/construction activities associated with the development have the potential to generate fugitive emissions of dust/particulate matter and vehicle emissions. Expect that the mitigation measures within the draft submitted construction environmental management plan (CEMP) are sufficient to minimise impact on the nearest receptor and that it is agreed with the Environmental Health department at Arun District Council.

7.23 PHE has reviewed research undertaken to examine the suggested links between emissions from municipal waste incinerators and effects on health. PHE's risk assessment is that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small. This view is based on detailed assessments of the effects of air pollutants on health and on the fact that these incinerators make only a very small contribution to local concentrations of air pollutants.

7.24 **Health and Safety Executive:** No comment to make.

7.25 **Historic England:** The development will impact upon the setting and significance of multiple heritage assets and upon historic landscape character. The proposal will cause harm to several heritage assets. Recommend the applicant be requested to provide further visualisations to properly understand level of harm to some heritage assets. Following this, there is a need to consider whether all harm has been minimised and whether that which remains is clearly and convincingly justified. This should include consideration and assessment of the applicant's comments regarding the need for the facility in this location, and the requirement for a facility on this scale. If these requirements are met, the application should be determined in accordance with the Local Plan for Arun (Policy HER SP1); and by weighing the development's harm to heritage significance against the public (and heritage) benefits of the proposal.

7.26 It is not possible to accurately determine the level of harm as insufficient evidence (visualisations) to accurately assess the impact on St Andrew's Church Ford, Yapton Church Lane Conservation Area, Climping Deserved Medieval Settlement (northern area), and Tortington Priory has been provided. Detailed comments provided on individual heritage assets (where possible given the information provided), the anticipated level of harm to which, can be summarised as follows:

- St Mary's Church Climping - no impact.
- Lyminster Conservation Area - low level of less than substantial harm.
- Arundel and assets within it - some harm through intrusion of views out of the town.
- Atherington House - high level of less than substantial harm.
- Historic Landscape Character - harm anticipated over a wide area; level of harm anticipated to be high level in places.

- Tortington Priory - insufficient evidence to accurately determine; we anticipate no more than a low level of harm.
- Yapton Church Lane Conservation Area - insufficient evidence to accurately determine.
- Climping Deserted Medieval Settlement - insufficient evidence to accurately determine.
- St Andrew's Church Ford - insufficient evidence to accurately determine.

7.27 Note that in many cases, the level of harm is considered higher than that stated within the Heritage Statement. The impact of a development on this scale is not capable of being easily reduced or mitigated.

7.28 **Natural England:** No comments to make. Refer to standing advice.

7.29 **National Planning Casework Unit:** No comments received.

7.30 **Sussex Police:** No objection. No major concerns with the proposals, noting the applicant has clearly demonstrated their understanding of the need for robust security measures. Refer to additional guidance on additional measures to mitigate against crime, including specific advice on the use of CCTV.

7.31 **Network Rail:** No objection.

7.32 **Southern Water:** No objection. Request condition to secure details/approval of final foul and surface water drainage proposals. No discharge of foul sewerage from the site shall be discharged into the public system until offsite drainage works to provide sufficient capacity within foul network to cope with additional sewerage flows are complete. Note that proposed surface water drainage provision will need to be fit for purpose, implemented in an appropriate timeframe, and thereafter maintained. Highlight the need to ensure the any works that could impact upon public apparatus under the site will require consultation and approval from Southern Water. Highlight the need for further separate consent for any discharge of trade effluent.

7.33 **National Air Traffic Services (NATS):** No objection. Does not conflict with safeguarding criteria.

7.34 **Goodwood Aerodrome:** No objection. No requirement to put an obstruction light on the stacks from our point of view.

7.35 **Gatwick Airport:** No objection. Does not conflict with safeguarding criteria.

7.36 **WSCC Highways:** Objection. Recommend planning permission should be refused. Failure to demonstrate a safe and adequate means of access to the highway for the type and volume of traffic proposed by reason of width and configuration of the site access onto Ford Road. It has not been demonstrated that the development would not have an adverse impact on the safety of all road users contrary to the WLP and NPPF.

7.37 Except for the above, regarding other highway matters are generally satisfied with the findings of the assessments in terms of trip distribution, junction

modelling, HGV flows, non-motorised user safety, parking provision, Personal Injury Accident (PIA) information, and the adequacy of the Church Lane/A259 junction. This is subject to conditions and/or S106 legal agreement to secure maximum HGV numbers and routing as per previous permissions, a proportionate contribution for improvement of pedestrian and cycle access provision, a construction management plan and delivery service management plan, parking provision and a workforce travel plan.

7.38 **WSCC Archaeology:** No objection subject to conditions to secure a written programme of archaeological investigation and recording (to include geo-archaeological and paleo-environmental assessment, trail trench evaluation, open area excavation and assessment of the surviving elements of the Portsmouth to Arundel Canal) and interpretive material including display boards and/or other promotional material.

7.39 Known below-ground archaeological remains include an infilled section of the Portsmouth to Arundel canal, and remaining traces of the aircraft dispersal area of the World War II airfield. Previous archaeological investigations attest to earlier archaeology from the Bronze Age to Roman periods. A geoarchaeological study of the area utilising the evidence from the existing boreholes for the site has identified that the site overlies both raised beach deposits and an area of alluvium which have archaeological potential for the Palaeolithic period and past environments.

7.40 The site has suffered from earthwork clearance and construction of airfield and extant buildings on site. However, the buried canal structure is likely to survive below the existing buildings, and a bridge crossed the canal within the footprint of the WSTF. Iron Age and Roman archaeological features (if present) may also survive. Excavations will remove buried archaeology, that although is not expected to be of national importance, has the potential to be of regional or local significance. The scope of necessary archaeological investigation and recording (as mitigation) will need to be defined in relation to final construction methods.

7.41 **WSCC Built Heritage:** Objection. Negative impact on the settings of heritage assets and their significance. The result would be varying degrees of less than substantial level of harm to the significance of these heritage assets. There is a need to weigh up whether the public benefit of the scheme outweighs the harm to the heritage assets.

7.42 Detailed comments provided on individual heritage assets, the anticipated level of harm to which, can be summarised as follows:

- Atherington House – low to medium level of less than substantial harm.
- St Andrew's Church Ford - low level of less than substantial harm.
- Arundel Castle - medium level of less than substantial harm.
- Roman Catholic Cathedral (Arundel) - low level of less than substantial harm.
- Arundel Conservation Area (including St. Nicolas' Church) – very low level of less than substantial harm.
- Yapton Conservation Areas - low level of less than substantial harm.
- St Mary's Church Yapton - low level of less than substantial harm.

- Lyminster Conservation Area – very low level of less than substantial harm.
- St Mary's Church Climping - no harm.
- Climping Deserted Medieval Settlement - low level of less than substantial harm.
- Tortington Priory - low level of less than substantial harm.

7.43 The berm and screening measures are insufficient to mitigate the harmful visual impact of the development on the setting of numerous designated and non-designated heritage assets. The detrimental impact on the rural character of the area, which forms the setting to these heritage assets, and the long distance from which the impact of the development would be visible, including from public foot paths is of concern.

7.44 For the former aircraft hangars on the site, built in 1948-51 for the post-war military airfield, a programme of historic building archaeological recording would be appropriate. Conditions recommended to secure this.

7.45 **WSCC Ecology:** No objection subject to measures to enhance the ecological value of the site, as identified in the application, and securing their long-term management.

7.46 **WSCC Public Rights of Way:** No objection. Safe, convenient passage must be assured for users throughout development, or a temporary footpath closure sought from PROW.

7.47 **WSCC Arboriculturist:** No objection subject to appropriately worded conditions to secure tree protection, and a detailed landscape specification and maintenance plan.

7.48 Opportunities should be explored to supplement, enhance and reinforce off-site planting (including conifers on the northern boundary) to integrate the proposal with the adjacent landscape and address concerns over the long-term viability of off-site existing tree belts that currently provide a degree of screening (e.g. Cypress to the north and Poplars lining the access road to the east). The proposed planting will only screen/soften lower-level elements of the building complex and associated activities. Whilst the proposed planting will be a significant improvement on what currently exists on site, biodiversity net gain will be increased if better connectivity can be achieved beyond the site boundaries. Suggestions are also made regarding the specific species of planting to be used, tree stock sizes/spacing (smaller recommended to ensure success), and maintenance measures to ensure planting success.

7.49 **WSCC Landscape Architect:** Objection. The LVIA anticipates a considerable number of significant adverse residual effects (both landscape and visual) at most receptors, which could be worse than stated in some cases. This is considered an unacceptable landscape and visual impact and contrary to the WLP.

7.50 Further opportunities for soft landscaping exist that could be dealt with by suitably worded planning condition (including specific species, off-site planting, planting within areas of hard standing, pond planting).

Consideration should be given to Tree Preservation Orders for any key existing off-site planting relied on for screening.

7.51 The proposals will have an unacceptable impact on key aspects of the landscape character which include long views to the South Downs and Arundel. The proposals will introduce industrialising elements into this landscape which retains areas of rural character. The proposed built form, stack and plume will break the horizon of the Downs or be seen in front of it as an intrusive industrial form. It is acknowledged that 'The Landings' development will change the character and sensitivity of the local surroundings, but the lower height of those proposals will have a lesser impact on long views.

7.52 The proposals will result in significant visual effects. Views from the north (including those from the South Downs National Park, footpaths, and Arundel) will be adversely impacted by the presence of the proposed built form, stack and plume. The scale of the building, the verticality of the stack and the plume will be prominent features in the flat coastal plain and will not relate to either the tower blocks of Bognor or the gasholder at Littlehampton, but will sit between them as an isolated, industrialising landmark, in some cases with the River Arun leading the viewer's eye towards it. Although vertical elements occupy a small part of the view, because of their rarity, scale and verticality they 'catch the eye' and are more noticeable.

7.53 The proposed built form is significantly taller and of greater bulk/mass than the previously consented scheme. The stacks are 35m taller with double the diameter and the building is 16.5m taller with greater mass and bulk, and unlike the previously consented scheme are significantly larger than any existing structures in the locality. It will be visible over a much wider area and of significant and unacceptable landscape impact.

7.54 The proposed bunds may offer some visual screening and softening of the lower parts of the building and operational areas in distant views but from close range they, and the associated tall fencing, will be visually dominant especially when the planting is first installed and for several years as it matures. The proposed bunds are considerably taller than those at the nearby wastewater plant and are considered an uncharacteristic landform in the otherwise flat coastal plain.

7.55 The proposals will result in a significant adverse effect on landscape and visual receptors (including PROW) within the SDNP, contrary its purposes, and which neither conserve nor enhance the area or promote opportunities for enjoyment of the inspirational landscape and breath-taking views and tranquil and unspoilt places.

7.56 **WSCC Director of Public Health:** No comments received.

7.57 **WSCC Councillor Jacky Pendleton:** Objection. Considerable local objection based on; visual, landscape, light pollution, particularly to the SDNP, the coastal plain and local historic edifices; incompatibility of proposed new housing development; lack of local need for incineration, rather than enhanced recycling; harmful noxious gases and emissions harming air quality; lack of highway infrastructure to accommodate the size and weight of the larger HGV movements.

7.58 Better alternatives available including permitted Horsham EFW and proposed plant in Alton Hampshire. Adverse effect the character and appearance of the area, living conditions, and heritage assets. The Waste Local Plan requires review. Incineration the worst from of waste management with high emissions of pollutants and carbon. Impact on public health, including perception. Flue cleansing technology not the best available. Other countries are seeking to discourage incineration. Fly ash a hazardous residue disposed to landfill. Ash/clinker could lead to contamination. No provision for storage of odorous organic materials, and the current situation results in seagulls and odour. Will encourage waste importation from outside the County and insufficient catchment. No justification for larger HGVs. HGV emissions and lack of mitigation. Damage to roads. High levels of traffic noise. Litter from HGVs. Impact of large visible plumes. Risk of major incidents/accidents and emissions exceedances.

8. Representations

8.1 The application was publicised in accordance with The Town and Country Planning (General Development Procedure) (England) Order 2015. This involved eleven site notices being erected at and around the application site, advertisements in two local newspapers, and individual notification of 990 properties within approximately 1km of the site. In response, 1,948 third party representations were received, 1,879 of which object to the proposal, 42 of which support the proposal, and 27 that provide comments rather than objection or support.

8.2 A summary of the main material issues raised in objections are as follows:

- Impacts of emissions on air quality and public health (both the EFW and HGVs), including perception and mental health/quality of life.
- Submitted air quality, odour and dust assessment is not reliable or robust, and is contrary to recognised methodologies. Concerns over the approach taken to impacts on human health.
- Contamination of farmland and the food chain.
- Lack of monitoring/risk of failures, fires and major accidents (and lack of contingency plans).
- Odour, noise and dust impacts.
- Submitted noise assessment is contrary to recognised methodologies. It is based on flawed assumptions and conclusions are unsubstantiated.
- Light pollution. Loss of light/overshadowing.
- Litter (from site and HGVs). Seagulls and vermin.
- Wrong location. Proximity and incompatibility with residential housing and schools (existing and proposed, including the neighbouring strategic allocation) that would be compromised. Adverse impact on adjacent open space, playing fields and enjoyment of gardens/PROW and local green space.
- Submitted assessment of social and community effects based on unreliable comparisons and not based on reliable and up to date data/evidence.

- Increased traffic and congestion and unsuitable road network to accommodate proposed vehicular movements.
- Highway safety and capacity impacts, including cumulatively with other development. Roads to small and narrow for large vehicles/ danger for pedestrians and cyclists. Need additional infrastructure, including provision for non-motorised users (and for contributions towards providing mitigation). HGVs will damage roads.
- HGV impacts upon amenity (fear/noise/vibration) including pedestrians and cyclists.
- Vehicles will use roads to north as a rat run.
- Rail should be used to transport waste.
- Landscape and visual impacts. Out of character, industrialisation of the rural coast. Out of scale/too large, compared with anything else. Blight on skyline. Impact on views including those from residential properties, PROW, the South Downs and Arundel Castle/Arundel valley. Chimneys too tall and visual impact of plumes which the LVIA fails to adequately consider.
- Poor Building design and choice of materials. Has not been designed to minimise impacts and does not constitute high quality architecture that fits with the surrounding area. The proposed design is wholly unacceptable with insufficient efforts to propose a scheme that is acceptable in terms of its impact, form, mass, scale and design. No amount of screening would be meaningful given the scale of the building. Fencing at perimeter ugly.
- Would lead to the coalescence of settlements.
- Impact on historic settlements/listed buildings/scheduled monuments/registered parks and gardens/conservation areas/and heritage features (visual/setting/vibration from HGVs). Impact on former canal route, proposed greenway, and any remaining buried heritage features.
- Cumulative impact with other housing development - villages already overdeveloped. Cumulative impact with other development (including the A27 Arundel bypass and Rampion 2).
- Wrong technology, out of date, incineration banned in other countries. Better alternative solutions for residual waste are available. Will discourage recycling and encourage waste production. Will lead to recyclable materials being burnt.
- Carbon emissions (plant and transport of waste in HGVS). Incinerators worst C02 producers, carbon intensity worse than fossil fuel alternatives. It is not a low-carbon development and would hamper efforts to decarbonise the UK energy supply. Carbon Capture and Storage (CCS) is not proposed. Will contribute to greenhouse gas emissions and climate change. Not a green or renewable energy and would not represent a low carbon solution compared to renewables sources such as wind or solar. Lack of info and certainty of CHP opportunities. Lack of information on grid connection.

- Submitted carbon/climate change assessments flawed for several reasons, including the emissions associated with the landfill as a comparator having been overstated, anticipated improvements to decarbonisation of the UK energy, and potential changes in future waste composition.
- Impact on wildlife, trees and hedgerows.
- Impact on the aquatic environment. Will result in flooding. High use of water.
- No waste management need. WSCC a net importer of waste. More incineration capacity in UK than needed. Horsham EfW recently approved provides capacity. Higher capacity proposed than allocated for. Will attract waste from outside the county.
- Impact on Tourism (including local beaches).
- Local people do not benefit.
- Does not accord with the development plan (including the Waste Local Plan, Arun Local Plan and Neighbourhood Plans), the NPPF, or government guidance.

8.3 A summary of the main material issues raised in support are as follows:

- There is a need EfW facilities to manage waste. Better to avoid the export and landfill of waste and to manage close to source. A Sustainable proposal that will conserve natural resources.
- Potential for exported heat and power (a low-carbon energy) to support local homes, horticultural glasshouses and businesses in the locality. Would help support sustainable food production and reduce greenhouse gas emissions. Need for electricity to meet demand and ensure UK energy security. Need to provide for waste from local businesses.
- Employment provision. Operators contribute to the local community and charitable organisations. Will encourage investment. Business rates will contribute to the local economy.
- It will comply with all relevant legislation. It is a clean safe form of energy recovery.
- Better than existing buildings on site which are an eyesore. The narrow chimney would be hardly visible.

9. Consideration of Key Issues

9.1 The main material planning considerations in relation to the determination of the application are:

- need for the development;
- renewable and low-carbon energy generation;
- accordance with the Policy W10 of the Waste Local Plan;
- design and impacts on character, landscape, & visual amenity;
- impacts on the South Downs National Park;
- impacts on the historic environment;

- impacts on amenity;
- impacts on public health;
- impacts on highway capacity and road safety; and
- cumulative impacts.

Need for *the* Development

9.2 National Planning Policy for Waste (2014) (the 'NPPW') sets out how waste planning authorities should prepare local plans that identify sufficient opportunities to meet the identified needs of their area and to drive waste management up the waste hierarchy.

9.3 In accordance with the NPPW, the WLP allocates five 'strategic' sites for new built waste management facilities to, meet identified shortfalls in transfer, recycling, and recovery capacity, to enable the movement of waste up the waste hierarchy away from landfill, to achieve net self-sufficiency in managing waste arisings within the County, and to further the aspiration of 'zero waste to landfill' (Policy W10).

9.4 These allocations include the 'Site north of Wastewater Treatment Works, Ford', where the proposed development is located (excluding the access). At paragraph 7.3.14, the WLP notes "In theory, the allocated site has the physical capacity to deliver a single built facility (up to c.250,00tpa) or a number of smaller facilities; however, the actual waste management capacity achieved on the site would depend on the specific type of facility/facilities and the chosen technology or technologies."

9.5 In accordance with paragraph 7 of the NPPW, supporting text to Policy W10 at paragraph 7.3.5 makes clear that "there will be no requirement for applicants to demonstrate a quantitative or market need for a proposal on a site allocated in Policy W10".

9.6 Although, there is no policy requirement for the applicant to demonstrate a market need for the proposed EfW facility, the determination of the planning application still requires the 'need' for the development to be balanced against any adverse impacts.

9.7 The NPPW states "When determining waste planning applications, waste planning authorities should……consider the extent to which the capacity of existing operational facilities would satisfy any identified need".

9.8 The identified waste management capacity shortfalls which informed the WLP, are reviewed annually through the production of Annual Monitoring Reports (AMRs). The most recent AMR (2019/20), published in June 2021, indicates a shortfall in 'operational' recovery capacity of 451,000 tonnes per annum (tpa) and the proposed recovery capacity of 275,000tpa would make a significant contribution towards meeting that shortfall. Therefore, there is a clear need for the development.

9.9 It is also of note that the current proposal would represent an increase in capacity of 135,000tpa compared to the extant unimplemented EFW permission, which has a theoretical capacity of 140,000tpa.

9.10 Many third parties and consultees consider that the EFW facility at Horsham (which has a capacity of 180,000tpa) would meet any shortfall in recovery capacity in West Sussex. This facility was granted planning permission on appeal and although there is no evidence to date to suggest that it will not come forward, it has not been built and it is not operational. The NPPW guidance is clear that consideration should only be given to *operational* capacities. This is because implementation of a planning permission can be influenced by many variables including financing, waste management contracts, Environmental Permitting, all of which mean it cannot be guaranteed. Therefore, the extant permission for a EFW facility at Horsham is of limited relevance to the determination of the current application at Ford.

9.11 The proposed development would also provide a 20,000tpa WSTF with capacity to sort and separate out recyclable for further treatment. This would ensure existing waste transfer activities on the site (which also currently processes some 20,000tpa) would be maintained. Unlike the extant permission, it would not provide a 50,000tpa Materials Recovery Facility (MRF); however, this would not represent a loss in any operational capacity, rather a shift in the type of waste management facility to be provided.

9.12 Third parties and consultees have raised concerns that the proposed facility would encourage waste to be imported from outside the County and result in West Sussex becoming an importer of waste. The submitted supporting statement sets out that between 85% to 100% of waste could be sourced from West Sussex, but some could come from adjoining counties.

9.13 There is potential for the proposed development to receive waste from outside the County. However, is it not uncommon for waste to cross boundaries, and waste imports/exports into/out of West Sussex already take place, as reported in the County Council's most recent Annual Monitoring Report. This is recognised by the WLP at paragraph 2.9.1 and 2.9.2 which highlights that the movement of waste is based on commercial decisions that do not respect administrative boundaries and waste will only usually be transported to another county if there are strong commercial reasons to do so, for example, if there is a waste site in another county closer to the source of waste, or if there are no facilities within the County to deal with a particular waste type.

9.14 Third parties and consultees have raised concerns that the proposed facility would discourage recycling. However, the proposed development only seeks to deal with residual waste and Refuse Derived Fuel (i.e non-recyclable waste that remains after processing or source segregation), which is also a statutory requirement of waste operators as set out in the Waste (England and Wales) Regulations 2011. There are practical limits to recycling, including the extent to which recyclables can extracted from waste streams and some materials cannot be recycled. In this regard, there will always be a residual, non-recyclable fraction of waste that will require other forms of management to achieve zero waste to landfill.

9.15 In conclusion, the proposed development would provide an ERF and WSTF on a site allocated for a waste management facility, that could divert a large volume of residual waste from either landfill or export outside of the County, thermally treating it to produce electricity. It would also provide an WSTF

that would sort and separate out recyclable for further treatment. The development would facilitate the movement of a large volume of waste up the hierarchy from disposal to recovery and make a significant contribution towards meeting identified shortfalls for the management of waste arisings within the County in accordance with the WLP strategic objective to maintain net self-sufficiency. It would also further the WLP aspirations of 'zero waste to landfill' and provide for managing waste close to source. Some import of waste from neighbouring counties may take place; however, this is commonplace, and the prohibitive cost associated with transporting waste by road over long distances mean that imports from further afield are unlikely to be economic. As a result, it is considered that there is a significant waste management need for the proposal in accordance with both the WLP and NPPW.

Renewable and Low-Carbon Energy Generation

9.16 The proposed ERF would produce some 31MW of electrical power, of which 28MW would be exported to the grid (equivalent of powering approximately 68,250 homes). It would also be designed with suitable heat off-take points with the potential to export up to 10MW of thermal energy as piped steam or hot water offsite (Combined Heat and Power - CHP). In addition to energy produced by the ERF process, solar panels are proposed on the roofs of both the ERF and WSTF to contribute to the daily power needs of the site.

9.17 WLP Policy W12(d) seeks new waste development to "include measures to minimise the use of non-renewable energy, and to maximise the use of lower-carbon energy generation (including heat recovery and the recovery of energy from gas)". This reflects the aims of the NPPW which, at paragraph 4, promotes securing low-carbon renewable energy generation and utilisation of heat, and the NPPF which, at paragraphs 155-158, supports increased renewable and low-carbon energy and heat.

9.18 With specific regard to energy from waste facilities, although National Policy Statements for Energy EN-1 and EN-3 are targeted at much larger EFW facilities (50MW+), they recognise and give support to the contribution that energy from waste can have towards waste management strategies and achieving the UKs energy security and reducing greenhouse gas emissions. This provides useful context for current UK energy policy on EFW, although it is of little weight in consideration of the current proposal.

9.19 The proportion of the 28MW of energy to be produced by the proposed ERF which would be classed as 'renewable' is dependent on the feedstock, with only the biomass fraction being considered a renewable energy source. As the feedstock cannot be certain at this stage and the percentage of biomass would likely vary over time, it is not possible to say how much of the energy would be classed as 'renewable'. Nonetheless, given the proposed waste sources to be managed, it would likely involve a considerable biomass fraction, and thus would generate partially-renewable energy.

9.20 The proposed ERF would be designed to be CHP ready from the outset, with potential offtake of up to 10MW of heat for offsite customers/users. The applicant has provided a CHP feasibility study of potential heat customers in the locality, which identifies HM Prison Ford, the Rudford Industrial Estate and the strategic housing site immediately adjacent. Since the study was

produced, there has also been further interest from potential horticultural (e.g. glasshouses) and industrial users. Although there is no guarantee that contracts for such heat users can be secured (which is also dependant on outside 'buy-in', investment and infrastructure provision) the applicant has opened dialogue with some potential future heat users and states a commitment to work together with other parties to maximise the likelihood of CHP delivery. It is also of note that periodic reviews of viability of CHP implementation would also be a requirement of any Environmental Permit (issued by the Environment Agency).

9.21 As a result, the proposal is considered to provide beneficial opportunities for heat export in accordance with the WLP Policy W12(d), NPPW, NPPF and current national policy/guidance.

9.22 The submitted information includes a detailed Carbon Assessment, which concludes that the proposed ERF could result in considerable carbon emission reductions when compared to landfill (which the applicant considers the most likely alternative destination of residual waste). In addition, this assessment has not taken into account the additional carbon savings that would arise from the use of solar panels and potential or heat output, which the applicant has subsequently shown would increase these benefits. It also concludes there would be some transport-related carbon benefits resulting from the WSTF, which, when compared to the existing operational WTS on site, would no longer require bulked non-recyclable waste to be transported to other facilities (including EfWs outside of the County), as it could be thermally treated in the adjoining ERF.

9.23 Some third parties suggest the proposals would not represent a low-carbon solution, particularly when compared to the use of gas-powered turbines or renewables sources, such as wind or solar. They consider the applicant's assessment flawed for several reasons, including the emissions associated with the landfill as a comparator having been overstated, anticipated improvements to decarbonisation of the UK energy, and potential changes in future waste composition. Further, they note that Carbon Capture and Storage (CCS) is not proposed, and this would further weigh against the proposals.

9.24 The NPPF defines low-carbon technologies as those that can help reduce emissions (compared to conventional use of fossil fuels). It does not specify which fossil fuel, for which there are differences in carbon emissions. There is considerable debate and conflicting views as to the methodologies used in Carbon Assessments for energy from waste facilities, which are dependent on numerous variables, and where uncertainties often exist (e.g. feedstock fractions cannot be guaranteed).

9.25 However, 'Energy from Waste – A guide to the debate' (February 2014) indicates that "in carbon terms, currently energy from waste is generally a better management route than landfill for residual waste. However, while it is important to remember this is case specific and may change over time, two rules apply: the more efficient the energy from waste: and the proportion and type of biogenic content of the waste is key."

9.26 This position is reflected in the 'Waste Management Plan for England 2021' (WMPE) that notes "The government supports efficient energy recovery from

residual waste - energy from waste is generally the best management option for waste that cannot be reused or recycled in terms of environmental impact and getting value from the waste as a resource." At present, therefore, energy from waste continues to form part of Government's strategy to manage waste, achieve zero waste to landfill, and tackle climate change.

9.27 The applicant has confirmed that the proposed ERF would be designed to achieve the relevant energy efficiency factor for production of electricity through incineration to qualify as recovery, also known as R1 status. This status would be confirmed through a process regulated by the Environment Agency (EA) but could also be secured by planning condition. The proposals also include the provision of solar panels, the promotion of sustainable transport measures (including EV charging points and cycle racks), and the ERF would be designed from the outset to be CHP ready, providing further opportunities to improve efficiency and increase carbon benefits, and which could be secured by condition. Regarding Carbon Capture and Storage (CCS) and any potential further associated carbon benefits, the applicant notes that should this advance to a technically/economically feasible stage, it would be possible to retrofit. CCS is relatively immature in UK EfW and complimentary infrastructure is likely to be required. As a result, it is considered unreasonable to require CCS at this stage, which is a matter that will require further direction from the Government in planning policy, and which would more likely be a matter dealt with through the Environmental Permitting regime.

9.28 Although EFW facilities inevitably produce carbon emissions, the use of residual waste as a resource forms part of both the WLP and national waste strategy, which seeks to promote the movement of waste up the hierarchy away from disposal (i.e. landfill) and to improve the efficiency of energy from waste facilities. As noted at paragraph 9.15, the proposed development would contribute towards: meeting identified shortfalls in waste management capacity in the County; the movement of waste up the hierarchy and; achieving net self-sufficiency, which in broader terms are likely to result in carbon savings. A similar view was reached by the planning inspector in relation to the energy from waste facility allowed on appeal at Brookhurst Wood, Horsham.

9.29 Overall, the proposed development would generate partially-renewable energy, and would be designed with the potential for the export of heat should customers in the locality be secured. Although the carbon credentials of the proposal are difficult to determine with any certainty, the ERF would be designed to achieve an R1 efficiency status and is considered likely to result in carbon savings. The proposed development is therefore considered consistent with Policy W12 of the WLP, the NPPW, NPPF and wider government waste strategy, which seeks to promote the production of renewable and low carbon energy and mitigate climate change. However, given the uncertainty in the amount energy produced which could be classed as renewable, there is no guarantee at this stage that the export of heat would take place, and there are uncertainties regarding the scale of any renewable and carbon benefits.

Accordance with Policy W10 (WLP)

9.30 As noted above, the application site is allocated in the WLP for the development of waste management facilities. Consistent with the NPPW, the allocation is technology neutral (i.e. waste management/treatment technology types are not specified). Rather, the allocated site provides for identified shortfalls in waste management capacity and for the types of technology to be determined by private waste companies. Therefore, the proposed moving grate incineration/energy recovery technology is consistent with the NPPW and WLP in this regard.

9.31 Although acceptable in principle, Policy W10 does not indicate that the development of any waste management facility on an allocated site will be acceptable. All planning applications must be judged on their merits and the proposal must be acceptable in its own right taking into account all material considerations. In this regard, Policy W10(c) states "The development of a site allocated under (a)-(b) must take place in accordance with other the policies of this Plan and satisfactorily address the 'development principles' for that site identified in the supporting text to this policy".

9.32 The following paragraphs consider the proposal against each of the eleven 'development principles' relating to the site allocation.

(1) development of the site to be comprehensive.

9.33 The proposed development would cover the entire WLP allocation site and would bring forward a comprehensive redevelopment of the site (including demolition of all existing structures). As a result, it is considered that the proposed development satisfactorily addresses this development principle.

(2) comprehensive landscaping scheme required.

9.34 The proposed development includes soft landscaping and various boundary treatments. The proposed landscaping scheme is primarily intended, as far as possible, to reduce visual impacts through softening of the development within the landscape and screening views of low-level operational activities. It also intends to create green infrastructure for the site to secure biodiversity gain. Landscaping proposals are supported by a Landscape Implementation and Management Plan, which includes a planting schedule and indicative management and maintenance arrangements to ensure the establishment and on-going success of proposed planting.

9.35 The WSCC Landscape Architect and WSCC Arboriculturist consider that the proposed acoustic fence could be softened by additional planting, and that additional planting should be considered both on and off site through investigation of opportunities for offsite planting and gapping up of tree/hedge belts with third parties and additional planting within internal hard surfaced/parking areas. Suggestions are also made regarding the specific tree stock sizes and spacing (smaller recommended in most cases to ensure success). They also raise some concerns over the long-term viability of existing tree belts in the wider environs that currently provide a degree of screening (e.g. Cypress to the north and Poplars lining the access road to the east).

9.36 The proposed landscaping scheme would result in a significant increase in areas of green infrastructure of some 1.5Ha, which in combination with proposed bat/bird/bug boxes, would represent a significant habitat/ biodiversity gain for the site. In general terms, proposed planting forms part of a considered scheme that maximises the amount of native planting on site and would aid in screening low-level parts of the building and on-site operational activities (e.g. vehicular movements). Although opportunities may remain for further planting within the site, suitable updates to the scheme could be secured by planning condition. Further, although the long-term viability of offsite tree belts cannot be guaranteed and no offsite planting has been proposed, this would be outside of the applicant's control and/or there are limited opportunities to provide any planting that would offer any substantive additional screening effect given the scale of the development proposed.

9.37 Accordingly, it is considered that the proposed development satisfactorily addresses this development principle.

(3) assessment of impact on listed buildings to the north and possible mitigation required.

9.38 This is discussed in detail below - see 'Impact on Historic Environment'. The conclusion is that the scale, form, and height of the proposed development would result in change to the setting of some listed buildings to the north, which would diminish their significance. Such impacts would not conserve or enhance these heritage assets and, owing to the scale of the development proposed, cannot be mitigated. Accordingly, it is considered that the proposed development does not satisfactorily address this development principle.

(4) if substantial new ground excavations are proposed, low-level archaeological mitigation required.

9.39 The proposals involve significant excavations across the application site, in particular because of ERF buildings would be sunk 1.5m below ground level (and up to 3m below ground level for the waste bunker), and the excavations required would be approximately 1m lower than this (i.e. 2.5-4m).

9.40 The application is supported by a detailed assessment of buried archaeology/geoarchaeology and proposes a scheme of archaeological investigation and recording, including test pitting, boreholes and further agreement of detailed method statements to ensure any buried heritage interests are safeguarded and preserved by recording.

9.41 The WSCC Archaeologist concludes that while the majority of buried archaeological features are not expected to be of national importance, they have potential to be of regional/local significance and the scope of archaeological investigation and recording (including geoarchaeological test-pitting) will need to be further defined as construction methods are determined (e.g. piling/earthworks). It is recommended this could be secured through a phased condition of archaeological assessment and mitigation.

9.42 Overall, subject to suitable pre-commencement conditions to secure a scheme of archaeological investigation and recording, it is considered the proposed development satisfactorily addresses this development principle.

(5) assessment of impacts on the water environment (major aquifer) and possible mitigation required.

9.43 The application is supported by a detailed assessment of potential impacts on the water environment, including consideration of both groundwater, surface water and flood risk. This has included groundwater monitoring which has informed the extent to which it would be practicable to lower ground levels.

9.44 Given the extent of proposed groundworks, temporary dewatering is likely to be required during construction which could affect groundwater. Further, piling and construction activities could also disturb and/or create pathways for potential contaminants present on site to enter the water environment. To mitigate such impacts, a Construction Environment Management Plan (CEMP) is proposed (an outline version of which has been submitted) that includes measures such as safe handling and storage of pollutants/fuels, sediment management, asbestos management, appropriate piling design, soil management, and development of de-watering methodologies in consultation with the Environment Agency (from whom separate licences/consents will be required for abstraction and discharge). In addition to the CEMP, it is proposed that a programme of long-term groundwater monitoring and verification reports be prepared.

9.45 In terms of surface water drainage, an outline drainage strategy has been provided that would result in the existing poor surface water drainage system being abandoned and a new system installed, designed for a 1-in-100 year storm event including allowance for climate change. In summary, this would consist of impermeable storage tanks below ground to collect drainpipe and hardstanding surface water, the collection and pumping of water from low-level areas into storage tanks, managed shallow ponding of hard surfaced areas for extreme events, and the subsequent gradual discharge via separators and the existing outfall into a land drain some 350m east of the site, proximate to Ford Road (to be surveyed and cleaned as necessary). It would also include rainwater harvesting for use on site (e.g. irrigation of landscaped areas/vehicle washing etc) albeit with the details subject to further design.

9.46 In terms of foul water drainage, under normal operations there would not be any liquid process emissions from the ERF, with waste waters being contained recycled and re-used within the facilities. For the WSTF, based on experience, the applicant considers the production of foul liquids is unlikely (as it usually soaked up with the waste). Nonetheless, WSTF floors would be sloped to ensure any foul liquids would be collected at the rear of each bay. All foul water from the proposed development (principally from domestic sources) would be separated into domestic and trade effluent and is likely be directed to Southern Water's wastewater treatment works to the south of the site. Any connection to the foul sewer network to the south will require separate consent from Southern Water (including a trade effluent consent).

9.47 Although the site is within an area at a low risk of surface water flooding, groundwater levels are such that it is a high risk of groundwater flooding. As

a result, the proposed drainage scheme has been designed to ensure suitable impermeable storage capacity and management of flood events (as infiltration is unlikely to be possible) with controlled rates of discharge (to be less than existing) to avoid any increase in flood risk downstream.

9.48 WSCC, as Lead Local Flood Authority (LLFA), raises no objection to the proposals, and generally considers the surface water drainage strategy to be acceptable, albeit making recommendations to reduce reliance on pumping of surface water for consideration at the detailed design stage.

9.49 The Environment Agency (EA) raises no objections to the proposals subject to conditions to secure; a detailed remediation strategy to deal with any potential contamination present on the site (including further risk assessment, details of historic abstraction on site, and verification sampling/monitoring); a construction method statement; no surface water infiltration (unless otherwise agreed); and detailed piling methodologies. Further, the EA notes that an Environmental Permit would be required, which would also regulate discharges to the water environment.

9.50 Southern Water raises no objection to the proposals, subject to a condition to secure details/approval of the final foul and surface water drainage proposals. They note that discharge of foul sewerage from the site would require sufficient capacity to be available, and for which separate consent (including for any trade effluent) will be required.

9.51 Arun District Council's Drainage Engineer provides a number of comments on detailed surface waste drainage design matters that will be required to support the outline proposed drainage strategy, recommending conditions to secure a range of details including the need to verify the condition of the existing outlet; treatment measures for discharged surface water; and verification and maintenance arrangements.

9.52 Overall, subject to conditions to secure detailed surface and foul water drainage schemes, sensitive construction methodologies, and appropriate contamination mitigation, the proposals could be suitably drained to mitigate flood risk and would minimise any potential for contamination of the water environment and underlying principal aquifer. Therefore, it is considered that the proposed development satisfactorily addresses this development principle.

(6) assessment of impacts on the amenity of users of public rights of way and possible mitigation and enhancement required.

9.53 A number of Public Rights of Way (PROW) fall in the vicinity of the application site, the nearest being Footpath FP200/3 that passes through the north eastern corner of the application site.

9.54 In terms of any direct impact on the physical alignment of FP200/3, the proposed development has provided for the retention of its definitive line through an inset of the perimeter paladin fence at the toe of the proposed landscape bund. The WSCC Public Rights of Way Team raises no objection to the proposals in these terms.

9.55 Given the proximity of some PROW to the site, there is also potential for noise, dust and dour impacts as result of both construction and operational activities proposed. However, as discussed below under 'Impact on Local Amenity', these impacts are considered acceptable, particularly in the context of existing and permitted uses for the site, and thus are of limited contribution to any impacts on the amenity of PROW users.

9.56 With regard to impacts on the visual amenity of users of the PROW, many would have views of the proposed development, both during construction and operation, and in particular the upper parts of the proposed buildings, flue stacks and associated plumes. As a result, there is potential for adverse impacts on PROW users, as discussed below under 'Design/Scale, Character, and Landscape & Visual Amenity'.

9.57 The conclusion is that the development would give rise to an unacceptable impact on the visual amenities of numerous PROW including (but not limited to) footpaths traversing surrounding agricultural land to the north, to the west in and around Yapton, to the east along the west bank of the River Arun, and further afield from PROW west of Lyminster, east of Walberton and on PROW users accessing/within the South Downs National Park.

9.58 Accordingly, it is considered that the proposed development does not satisfactorily address this development principle.

(7) assessment of impact (e.g. traffic, noise, odour) on the amenity of dwellings to the north, east and south west and possible mitigation required.

9.59 This matter is discussed in detail below - see 'Impact on Local Amenity', where it is concluded that there would not be an unacceptable impact on residential amenity. Accordingly, it is considered that the proposed development satisfactorily addresses this development principle.

(8) the cumulative impacts of traffic, noise, odour on the environment and local communities to be satisfactorily addressed and mitigated as required, taking into account all existing, permitted, allocated, or proposed development within the wider area.

9.60 This is discussed in detail below - see 'Cumulative Impact', where it is concluded that the proposal would not result in unacceptable cumulative impacts. Accordingly, it is considered that the proposed development satisfactorily addresses this development principle.

(9) assessment of the possible closure of the existing access north of Rodney Crescent and the use of an alternative access to the site from Ford Road.

9.61 The proposals are to retain the existing, recently-constructed access in the south-east corner of the site, via the former airfield service road, to Ford Road (as approved by WSCC/027/18/F). As a result, access to/from the site would not be via the former access north of Rodney Crescent. Therefore, it is considered that the proposed development satisfactorily addresses this development principle.

(10) assessment of impact of additional HGV movements on highway capacity and road safety, including at the Church Lane and A259 junction and possible mitigation required.

9.62 This is discussed in detail below - see 'Impact on Highway Capacity and Road Safety'. The conclusion is that it has not been demonstrated that a safe and adequate means of access to the highway is available and, therefore, that the proposal would not have an adverse impact on the safety of all road users. Accordingly, it is considered that the proposed development does not satisfactorily address this development principle.

(11) a routing agreement is required to ensure vehicles enter and exit via Ford Road to the south, and not to or from the A27 to the north. Access via Rollaston Park/B2233 for HGVs should also be prevented.

9.63 As is currently required for the part-implemented waste facility at the site, the applicant would be willing to enter into a similar S106 legal agreement requiring all HGVs to continue to be routed to/from the south via Ford Road/Church Lane to the A259. No access is proposed via Rollaston Park. Subject to a S106 agreement being secured to control HGV routing as existing, it is considered the proposed development would satisfactorily address this development principle.

Overall Conclusion

9.64 Overall, the proposed development is located on a strategic site for new built waste management facilities allocated in the WLP. The proposed development is therefore acceptable in principle subject to compliance with 'other policies of the plan' and the 'development principles' for the site being satisfactorily addressed.

9.65 Although the applicant has sought to assess the impacts of the development against the various 'development principles', it is considered that it would result in unacceptable harm to the settings of some listed buildings to the north and the amenities of PROW users. Further, it has not been demonstrated that a safe and adequate means of access to the highway is available and, therefore, that the proposal would not have an adverse impact on the safety of all road users. Therefore, the proposed development does not 'satisfactorily address' the relevant development principles for this site, contrary to Policy W10 of the WLP.

Design and Impact on Character, Landscape, & Visual Amenity

9.66 The design of the development, including its scale, form, and landscaping, has the potential to result in significant impacts on the character of the area, the wider landscape, and visual amenity.

9.67 The NPPF, paragraph 130, makes clear that planning decisions should ensure that developments "(a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development" "(b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping" and "(c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)". This is reflected in the National Planning Policy for Waste (2014) (the 'NPPW') paragraph 7, and accompanying Appendix B.

9.68 These considerations are also reflected in Policies W11 (Character) and W12 (High Quality Developments) of the WLP. WLP Policy W11 requires waste development not to have an unacceptable impact on the character, distinctiveness, and sense of place of the different areas of the County and to ensure that they reflect and, where possible reinforce the character of the main natural character areas.

9.69 Policy W12 requires proposals for waste development be of high quality and of scale, form and design that take account of the need to integrate and avoid conflict with adjoining land uses and have regard to local context through consideration of the characteristics of the site and locality, topography, landscape, townscape, streetscape, skyline, views into and out of the site, and the use of building materials and styles.

9.70 WSCC Supplementary Planning Document (SPD) 'West Sussex High Quality Waste Facilities' (December 2006) provides guidance on the design and layout of waste management facilities. Paragraph 4.70 makes clear that EfW plants are highly sensitive and key design considerations include the 'siting and scale of the operation including the stack'. Paragraph 5.5.1 states "The impact upon the townscape or landscape of any proposal should also be assessed in long views and views from higher ground, particularly in the case of taller or bulky buildings", and at Section 6, design landscape mitigation measures for EfW are highlighted as "Design of building and stack will depend on local context, but should take an appropriate form, massing and size as well as appropriate materials, colours and detailing to seek to enhance the local landscape where possible".

9.71 The largest buildings are those associated with the ERF (38.5m maximum height) and its twin flue stacks (85m in height and 2.25m in diameter). A sizeable WSTF (16.1m maximum height) is also proposed, with both being set within a single site with large, terraced perimeter landscape bunds (up to 8m in height) on the west/northern/east boundaries. It is largely these elements of the proposal that are considered most likely to give rise to the greatest and wide-ranging impacts. There would be several smaller ancillary buildings within the site, that except for views immediately to the south and south-west of the site, would likely either be largely screened from view by, or set against the backdrop of the of, the main buildings and proposed bunding/boundary fencing.

9.72 With particular regard to the stacks, given their height and diameter (connected by an upper gantry), they would be widely visible in the area, and would have a visible plume that would further draw attention to them (see below). Further, in several views where the eye is drawn to the stack, unlike the extant permitted facility, the large bulk of the upper parts of the building would also be visible.

9.73 In terms of existing buildings on site, these have a maximum height of 17m (the apex of the waste transfer station building), with the two large disused hangars having a ridge height of 16m. The extant permitted waste facility at the site (if implemented in full to include gasification plant) would have a maximum height of 22m height with twin flue stacks 50m in height and 1.1m in diameter. Therefore, the proposed buildings would represent a significant increase in the scale and height of both existing and previously permitted buildings/stacks on the site.

9.74 For context, the Littlehampton Gasholder is 34m in height and the spire of Chichester Cathedral 82m in height. The EfW facility in Portsmouth is 32m in height with a twin 65m stacks, and the Newhaven EfW is 27m in height with twin 65m stacks.

9.75 In addition to the proposed built development, white/grey plumes containing water vapour extending from the flue stacks would be visible on average some 25% of the time during daylight hours. The plumes would be of varying lengths depending on climatic conditions (on average a length over 20m for 21.2%, 50m for 13.1%, 100m for 5.3%, and 200m for 1% of daylight hours).

9.76 The application is supported by a Landscape and Visual Impact Assessment (LVIA) that assesses the impact upon both 'landscape receptors' (e.g. key characteristics, individual elements or features and specific aesthetic or perceptual aspects of the landscape) and 'visual receptors' (e.g. people and their visual amenity). It also includes a 'zone of theoretical visibility' (ZTV), which uses computer modelling based on topography and intervening trees/vegetation, and buildings to identify areas where the proposed buildings and stacks would likely be visible and numerous viewpoints some of which include photomontages (locations based on publicly accessibility, and to be representative of key sensitive receptors such as residential areas, PROW users, heritage features, landscape designations etc).

Design of the Development

9.77 In terms of design, the application is supported by a Design and Access Statement (DAS). This sets out the evolution of the design of the proposal (including consideration given to alternative design options and the previously submitted and withdrawn scheme) and the steps taken to mitigate landscape and visual impacts and to achieve high quality design whilst maintaining operational functionality.

9.78 In summary, the amended design has sought to maximise the extent to which the development can be 'sunk' into the ground (recognising hydrological constraints), incorporated perimeter bunding and acoustic fencing to screen low-level operational activities and mitigate noise and vehicle headlights (maximising native planting and biodiversity gain), and to minimise the scale and height of the buildings to support the highest proposed plant to be contained within them (including a twin line to reduce maximum height). It has incorporated flat roofs to emphasise the horizontal plain of the flat coastal area, minimise the mass of the buildings, and reduce any potential for 'glinting'. Further, the DAS explains that materials have been chosen to respond to different light conditions and blend the building against the background of the sky in the closer (more prominent) views, and to reflect local context and heritage features (e.g. using flint feature walls typical of West Sussex and use of surfacing that recognises the line of the former canal).

9.79 The application site is located on the former Ford Aerodrome with a long history of aviation and commercial/industrial use and currently hosts a waste transfer station occupying the former blockworks factory building and with ancillary infrastructure on surrounding hard surfaces (e.g. weighbridges/bin & skip storage). It includes two large disused hangar buildings that are

currently in a state of disrepair. As a result, the application site itself currently has an industrial character, although the scale of the existing buildings and presence of trees/vegetation around the site means that they do not dominate the wider setting or views.

9.80 Although there are other industrial uses in the locality (including the Wastewater Treatment Works and the Viridor MRF to the south, and Ford Airfield Industrial Estates to the west), the area around the site is largely characterised by open arable farmland.

9.81 It is important to note that a large parcel of land surrounding the site is allocated in the Arun Local Plan to provide at least 1,500 dwellings, employment provision, and supporting infrastructure such as a school, library, sports pitches, healthcare facilities and a new community hub (see **Appendix 3 – Arun Local Plan Proposals Map**). Subject to improved provision for non-motorised users, in February 2021 Arun's Development Control Committee recommended a masterplan for the area be endorsed (see **Appendix 10 – 'The Landings' Illustrative Masterplan**). A live outline planning application for a large part of the allocated site, known as 'The Landings', is also currently being considered by Arun District Council (F/4/20/OUT). At the time of writing, this is due to be considered by Arun's Planning Committee on 24 November 2021. Subject to numerous conditions, Arun's officers have recommended that the application be approved. Therefore, it must be acknowledged that the immediate surroundings could be subject to significant future change that would result in the area shifting from a predominantly agricultural to residential/suburban character in the future.

9.82 The proposed development would be largely in keeping with the existing industrial character of the application site itself. However, the proposed buildings and stacks would be significantly larger and taller than any existing buildings in the locality (and that previously approved), and would be of a scale, mass and bulk that would have a significantly industrialising effect on an area that currently retains a partly agricultural character, and in the future would also introduce a residential/suburban character. The presence of plumes for a quarter of daylight hours would add to this significantly emphasised industrial effect.

9.83 For areas closest to the proposed development, and in particular from open spaces (including playing fields and the Ford Airfield Memorial Garden), nearby PROW (including those traversing the surrounding agricultural land to the north, and across the former airfield to the south west), and the future development within the neighbouring strategic development site, the proposed buildings and stacks would be of a scale and mass out of keeping with any buildings in the locality and have a verticality that would give rise to a dominating effect. For limited hours at the start and end of the day in winter months, there is also potential for some properties to be within shadows cast by the building/stacks/plumes. Further, the proposed north-west elevation facing future housing areas would include large areas of glazing forming part of the administration area (which would be up to six storeys in height), giving rise to the potential for overlooking.

9.84 Proposed boundary fencing and large terraced bunds/landscaping, although likely to be successful in screening low level operational activities and

softening the industrialised nature of the site at its margins, would also likely be sizable and apparent new engineered features within the flat local landscape, especially as planting would only be introduced towards the end of construction programme and take a number of years to reach sufficient maturity (see **Appendix 11 – Visualisation from footpath east of site**). Although it is recognised that landscaped bunds are also present at the adjacent WWTW (generally 2-2.5m and max of 4.5m in height), the proposed bunds are considerably larger (4-8m in height) and, unlike at the WWTW, would stand out as an uncharacteristic landform in the flat coastal plain.

9.85 Although the proposed linear, 'boxy' architectural design may aid in reducing the overall scale and the impact of the development's form and outline in wider views within the flat landscape, it would nevertheless involve large-scale utilitarian industrial style buildings that would be considerably larger than the existing hangars (which at approximately 16m height have an almost agricultural appearance and reflect the site's history as an airfield). Whereas the existing hangars are largely screened from view by intervening tree belts, the proposed development would be readily visible above existing tree belts and proposed bunds/landscaping.

9.86 Overall, the proposed development would negatively affect the skyline and views from many public vantage points, the streetscape of surrounding existing and future residential areas, and result in an overbearing effect. It would not integrate well with existing and future adjoining land uses and would have a significant industrialising effect on the character of the area. Although the design and orientation of the building, including sinking it into the ground, and proposed landscaping would aid in reducing its impacts, it nonetheless results in a development of an inappropriate scale and bulk for the area, including the introduction of large bunds that are uncharacteristic of the local topography.

Impacts on Character and the Wider landscape

9.87 At the County level, the application site sits predominately within the Chichester to Yapton Coastal Plain, with the Lower Arun Valley immediately to the east, as set out in the West Sussex Landscape Character Assessment (2003). At the District level, the application site sits predominantly within the North of Yapton Coastal Plain, with the Middle Arun Valley Floor immediately to the east, as set out in the Arun Landscape Study (2006). However, being in the coastal plain in a generally flat landscape and on a site with topography approximately between 0m–5m above ordnance datum (AOD), the scale and height of the proposed building and stacks is such that the development has the potential to impact on numerous character areas in the wider locality, including those within the South Downs National Park to the north.

9.88 As highlighted at paras 7.49 to 7.55, the WSCC Landscape Architect objects to the proposed development concluding that the proposals will have an unacceptable impact on key aspects of the landscape character, which include long views to the South Downs and Arundel and would introduce industrialising elements into the landscape, which retains areas of rural character. In addition, concerns are raised about the baseline assessment of landscape receptors, which could result in a different weighting to sensitivity of landscape receptors, and thus a greater final significance of impact.

9.89 The submitted LVIA concludes that out of the 18 'landscape receptors' (or groups of receptors) assessed, 11 would be subject to significant permanent adverse effects upon completion of the development, including both the 'North of Yapton Coastal Plain' and 'Middle Arun Valley Floor' character areas (which would experience a moderate-substantial effect), and two character areas within the highly sensitive South Downs National Park (Major Chalk Valley Sides, a slight-moderate effect, and the Upper Coastal Plain, a moderate effect). Further, 10 landscape receptors would also be subject to significant temporary adverse effects during construction (a period of some 4.25 years).

9.90 As confirmed by the submitted ZVI and visualisations, and consistent with the findings of the submitted LVIA, the height and scale of the proposed buildings and stacks (and their associated plumes) would significantly increase the extent of visual influence of industrial elements into the landscape, that currently are generally screened by tree belts and/or not visible from wider views in the area, and which are already noted as a negative an eroding feature to the distinctive landscape character.

9.91 The proposed development would be a dominant and tall feature resulting in a significant adverse impact on landscape character and scenic qualities over wide areas in the locality, including areas with more open views and with rural characteristics.

9.92 For areas to the south, the upper parts of the building, stacks and plumes would, in places, be visible on the skyline, breaking the horizon of the South Downs and/or being seen in front of them as an intrusive industrial form. This would result in adverse impacts on long distance views of the South Downs and Arundel, which also form part of the key characteristics of the locality. For areas to the north, the proposed building would break the horizon and form a distinct isolated industrial landmark in the otherwise flat coastal plain.

9.93 Overall, the proposed development would have an unacceptable impact on the character, distinctiveness, and sense of place of the locality and fail to reflect and, where possible, reinforce the character of the main natural character areas (including the retention of important features or characteristics). The proposals are not considered sympathetic to local character and history, or the surrounding built environment or landscape setting.

Impact on Visual Amenity

9.94 In terms of impacts on visual amenity, the scale and height of the proposals is such that potential impacts will be experienced over a wide area and by numerous 'visual receptors' in surrounding communities, including residents (both existing and future), visitors to heritage/community assets, PROW users, and those travelling in the locality, etc.

9.95 The WSCC Landscape Architect objects to the proposed development concluding it would result in significant visual effects (including upon visual receptors in the South Downs National Park, on surrounding footpaths, and in Arundel) that would be adversely impacted by the presence of the proposed built form, stack, and plume. They note that the proposed development

would be highly visible, and even where vegetation provides some screening, the built form is likely to be visible above this. In more distant and elevated views including those from the South Downs or from the sea, it is likely that the built form will break the horizon and that the scale of the building, the verticality of the stack and the plume, will be prominent features in the flat coastal plain and an isolated, industrialising landmark of a scale and verticality that would 'catch the eye'. They also note that the proposed bunds and the associated tall fencing, in close range will be visually dominant especially for several years as proposed planting matures.

9.96 The submitted LVIA concludes that of the 27 visual receptor groups assessed, 20 would experience significant permanent adverse effects upon completion of the development, and 17 during construction (some 4.25 years). In the immediate locality, this would likely include some residential properties located in receptor groups on Ford Lane to the north, on/beyond Rodney Crescent and Ford Road to the east, HMP Ford, Horsemere Green Lane and side roads to the south, Rollaston Park and beyond to Yapton and its Conservation Area to the west, and future residents of 'The Landings' immediately adjacent to the site. Further afield, this would also likely include some residential properties located in receptor groups at Tortington, Binstead, Walberton, Arundel, Lyminster, and the western fringes of Littlehampton.

9.97 The height and scale of the proposed buildings and stacks is such that views would be possible by many visual receptors, the impacts of which would vary dependant on their location, orientation, intervening vegetation/structures, and distance from the proposed development. Although the submitted visualisations show that upper and vertical elements would only form a small part of more distant views, their scale and verticality emphasised by periodic plumes would be noticeable and detracting features, particularly given their industrial association. In general terms, the proposed development would result in a significant number of visual receptors over a wide area having industrial type structures/emissions introduced into part of their view, where such features are currently not visible or where they would be significantly more prominent. In many views, the proposed buildings and stack/plumes would break the skyline and horizon resulting negative visual impacts.

9.98 Consistent with the findings of the submitted LVIA, residential receptors most severely affected would be those residents closest to site to the west, north and east (up to 1.5km distant) in Ford and Yapton, and future residents of the neighbouring strategic development site (see **Appendix 12 - Visualisations from Ford Lane and Rollaston Park**). However, significant visual impacts would also likely be experienced further afield by some residents in neighbouring villages (between 1.5-5km distant), including Climping, Barnham, Walberton, Tortington, Arundel, Lyminster, and Littlehampton (see **Appendix 13 - Visualisations from Littlehampton and Walberton, and Appendix 18 – Visualisations from footpaths north of Lyminster and west of Tortington**).

9.99 In addition to residential receptors, the LVIA also predicts significant permanent adverse effects for seven of the nine key PROW receptor groups (grouped by areas that would experience similar views). PROW most severely affected include (but are not limited to) footpaths traversing the surrounding agricultural land to the north, to the west in and around Yapton,

to the east along the west bank of the River Arun, and further afield from public rights of way west of Lyminster, east of Walberton and on PROW users accessing/within the South Downs National Park (see **Appendix 14- Visualisation from footpath north of site**, and **Appendix 15 - Visualisations from footpaths north of Yapton and west bank of River Arun**). Although it is accepted that views for PROW users and visitors would often be transitory (particularly those more distant), their experiential qualities would nonetheless be negatively impacted when travelling through the area.

9.100 Similarly, the LVIA also concludes there would be significant adverse impacts for visitors to heritage and tourist assets, such as Arundel, and visitors to other local listed buildings and heritage features accessible to the public. From Arundel, in the limited and important southward views, the proposed development would be a tall vertical and industrial feature seen partially against the sea. As a result, it would adversely affect rural outward views from the town, which form part of the setting of Arundel.

9.101 Overall, the proposed development would significantly and adversely impact on the visual amenities of communities and visitors over a wide area, including receptors at residential properties, public areas/open space, playing fields, travelling on local roads and on PROW, and visitors to heritage assets.

Overall Conclusion

9.102 Overall, the scale, form, bulk and appearance of the proposed development, in particular the substantial buildings, large bunds, and twin stacks with associated plumes, would not add to the overall quality of the area and it would not have due regard to the local context. Therefore, it is not considered to be high quality development. Furthermore, it would have an unacceptable impact on the character of the area, the wider landscape, and visual amenity. As a result, the proposed development in contrary to Policies W11 and W12 of the WLP, paragraphs 130 of the NPPF, and paragraph 7 of the NPPW.

Impact on the South Downs National Park (SDNP)

9.103 WLP Policy W13, the NPPW paragraph 7 (Appendix B), and the NPPF paragraph 176 require consideration to be given protected landscapes, including National Parks, which are afforded the "highest status of protection" and for which "great weight should be given to conserving and enhancing landscape and scenic beauty". Although the SDNP is located some 2.2km to the north of the proposed development, Policy W13 requires that waste development outside protected landscapes does not undermine the objectives of the designation. In addition, NPPF (paragraph 176) states "development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas".

9.104 In determining this application, there is also a need to have regard to the statutory purposes of the SDNP, which are "to conserve and enhance the natural beauty, wildlife and cultural heritage of the area;" and "to promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public". Special qualities include "Diverse,

inspirational landscapes and breath-taking views" and "Tranquil and unspoilt places."

9.105 The South Downs National Park Authority object to the application due to its impact on the statutory purposes of the SDNP and its special qualities. They note that the height and bulk of the buildings and stack is considerable and causes harm, and that the proposal will be highly visible in panoramic views of the Arun Valley/coastal plain from a National Trail and other public rights of way across the National Park, resulting in significant adverse impacts. They also consider that the proposed matt silver materials, in views from the SDNP will be seen against darker backgrounds and would be more obtrusive, and that there are further opportunities to minimise its impact thereon.

9.106 The WSCC Landscape Architect also objects on these grounds concluding the proposal would result in significant adverse effect on landscape and visual receptors (including PROW) within the SDNP, which contrary to the purposes of the SDNP, would neither conserve nor enhance the area or promote opportunities for enjoyment of the inspirational landscape and breath-taking views and tranquil and unspoilt places.

9.107 The SDNP has elevated southward views across the coastal plain, including from PROW, and parts of Arundel where the River Arun draws the eye towards to the coast. Such views form part of the special qualities of the park and contribute to its enjoyment by the public. The proposed development would result in a substantial building with a tall and readily visible stack (and associated plume) that, although forming a small part of the overall view, would be a distinct and detracting industrial landmark in an otherwise flat area of the coastal plain. The proposed development would also be a visible in views from the south, impacting on long distance views towards the South Downs as an intrusive industrial form.

9.108 The submitted LVIA concludes the proposed development would result in a significant adverse impact on two-character areas within the SDNP and would also adversely impact upon the visual amenities of both PROW users and visitors to heritage assets (including Arundel Castle) located within the SDNP (see **Appendix 16 - Visualisations from footpath within SDNP and Arundel Castle**). The proposed development would not, therefore conserve, nor enhance the natural beauty or cultural heritage of SDNP, nor would it promote opportunities for the enjoyment of the special qualities of the SDNP. On the contrary, it would detract from them, resulting in a significant adverse impact upon landscape character, and to the scenic beauty of the SDNP and its enjoyment by the public.

9.109 The applicant has sought to minimise the impact of the development on the setting of the SDNP through its design, seeking to minimise its overall scale, and utilising flat roofs to avoid potential 'glinting'. Nonetheless, the overall scale, form, bulk of the proposed buildings, stacks and plumes would result in significant adverse impact on views to/from the SDNP. This is compounded using light-coloured cladding which, in some cases, would add to their impact from elevated views in the SDNP, where seen against a darker backdrop. In this regard, the proposed development is not considered to have been satisfactorily designed to minimise adverse impacts on the designated area.

9.110 Overall, the proposed development would result in significant adverse impacts upon the landscape character, scenic beauty and enjoyment of the South Downs National Park. Therefore, it would undermine the objectives of its designation and negatively impact on the purposes of the National Park, contrary to Policy W13 of the WLP and paragraph 176 of the NPPF.

Impact on Historic Environment

9.111 The proposed development has the potential to impact on both known and unknown heritage assets through both demolition and excavations to be carried out on the site, and through visual impacts on the settings of various heritage assets in the locality (see **Appendix 9 – Key Designations**).

9.112 WLP, Policy W15 seeks to ensure that "known features of historic or archaeological importance are conserved and, where possible, enhanced unless there are no alternative solutions and there are overriding reasons which outweigh the need to safeguard the value of sites or features".

9.113 Similarly, the NPPF paragraph 199 gives 'great weight' to the conservation of heritage assets (and the more important the asset, the greater the weight should be), irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 200 requires that any harm to the significance of a designated heritage asset, including impacts on their setting, should require clear and convincing justification. Further, paragraph 202 states that where a proposed development will lead to less than substantial harm, this harm should be weighed against the public benefits of the proposal. This is reflected in the National Planning Policy for Waste (2014) (the 'NPPW') paragraph 7, and accompanying Appendix B, which requires consideration be given to potential effects on the significance of heritage assets, including any contribution made by their setting.

9.114 The proposals have the potential to impact on-site buried archaeology/geoarchaeology including, the remnants of the former Portsmouth to Arundel canal, features of military heritage interest, raised beaches, and previously undiscovered archaeology. However, subject to a phased condition of archaeological assessment, mitigation and recording, the proposed development is not considered likely to give rise to any unacceptable impact on buried features of heritage interest.

9.115 Above ground, the application site itself does not contain any designated heritage assets. The 1948-1951 former aircraft hangars associated with the former use of the site as a military airfield have been subject to numerous alterations and are of limited heritage importance. Therefore, a programme of archaeological recording secured by condition would be sufficient to ensure a documentary archive.

9.116 As previously noted, the application site is also crossed by the line of the former Portsmouth to Arundel Canal. No above ground features remain on site having long since been removed; however, the ADC Local Plan seeks to preserve the line of the former canal and requires the neighbouring strategic allocation site (SD8) to reflect its historic alignment. In recognition of the former canal, the proposed development would include a water feature and flint recessed wall in the western bund (with a heritage interpretation board),

and a strip of blue paving within the eastern car park area of the site to mark the former line of the canal. Such measures are considered a heritage benefit, particularly when compared to the existing and extant permitted use of the site, albeit to a limited degree.

9.117 Therefore, the key potential for impact on the historic environment is upon the settings of designated heritage assets. Given its scale/height, the development has the potential to impact on heritage assets over a wide area, which includes Listed Buildings, Scheduled Monuments, and Conservation Areas. It also results in the routing of traffic south through Climping Village where several Listed buildings and a Scheduled Monument are located, the settings of which could be impacted by site traffic.

9.118 The WSCC Built Heritage advisor objects to the proposals due to the impact of the proposals on the settings of various heritage assets, which are considered to result in varying degrees of less than substantial harm to their significance.

9.119 Historic England consider the development will cause harm of varying degrees to the settings of several heritage assets, noting that in some cases, the submitted visualisations may underplay potential impacts and that the level of harm is higher than stated in the applicant's submitted Heritage Statement. In respect of historic landscape character (HLC), they note that "The local HLC is predominantly open, undeveloped and rural. It is many respects a survival of medieval and post-medieval field systems and uses. The massing, height and undeniably industrial character of the development will intrude considerably upon this character" and "cause a high degree of harm". Further, they consider that additional visualisations are required to be able to provide an accurate assessment of the level of harm to St. Andrews Church Ford, Climping Deserted Medieval Settlement, Yapton Church Lane Conservation Area and Tortington Priory.

9.120 The closest Listed Building to the site is the Grade II Listed Place Farm (which consists of Atherington House, Southdown House and The Lodge) located some 200m to the north-east of the site on Ford Lane. Although both existing and proposed vegetation/trees and bunds would aid in screening intervisibility, the upper parts of the buildings and stacks/plumes would likely be visible in some direct views from the Listed Building, and given their scale, a prominent and intrusive addition to the remaining pastoral character of its setting, which is also appreciated from numerous public footpaths in the locality (see **Appendix 12 - Visualisation from Ford Lane, and Appendix 14 - Visualisation from footpath north of site**). It is also of note that the submitted sun path study shows that Place Farm would be within long shadows cast by the proposed building during the Winter Solstice. Although of very limited frequency each year, it would nonetheless constitute a change that would contribute to the adverse effect on the significance of the listed building.

9.121 The Grade II Listed New House Farmhouse is 485m to the north-east of the site, on the Junction of Ford Lane/Ford Road. Mature boundary vegetation at this property and intervening built development/trees/vegetation mean that any views from it are likely to be limited to upper storeys. Further, given the enclosed nature of this building and surrounding context, it is unlikely that

the proposed development would result in any change to its setting that would diminish its significance.

9.122 The Grade I Listed St. Andrews Church is 720m to the east. Existing intervening trees/vegetation mean that any views of the proposed development from the church itself would likely include some upper parts of the building, the stacks and plumes. Further, the current impression of tranquillity/isolation, aided by its separation from any substantial built development, form part of its historical significance. The proposed development would introduce a new industrial landmark into the setting of the Church, including in wider views as readily available from the footpath along the western bank of the River Arun from where many people appreciate the Church (see **Appendix 15 – Visualisation from footpath west bank of River Arun, and Appendix 17 – Visualisation from St Andrews Church**). This is considered to result in a change to the setting of a heritage asset of national importance, which would diminish its significance.

9.123 1km south at Climping are a group of Listed Buildings including the Grade 1 St. Mary's Church and the Climping Deserted Medieval Settlement (earthworks), a Scheduled Monument (also of the highest heritage significance). The nature of intervening vegetation/trees and context of established built development including Rudford Industrial Estate HMP Ford and Church Lane, means that any intervisibility with the proposed development would likely be limited. Therefore, there is limited potential for change to the setting of the heritage assets and thus adverse impact on their significance.

9.124 Although there would be some potential for indirect impacts from increased HGV movements upon the Church Lane in the vicinity of these assets, this is an established and well-trafficked highway that already forms part of the setting of these heritage assets. Taking this, and the extant permission which allows for the same maximum number of HGV movements, into account, the traffic impacts on the setting of heritage assets is not considered likely to be significant.

9.125 1Km to the west is Yapton Conservation Area, which contains the Grade I St. Mary's Church. Boundary treatments and intervening vegetation mean that views out from the church and Conservation Area towards the site are likely to be limited. However, fields surrounding the Conservation Area and church to the north and east form part of their peripheral setting and remaining agricultural context (which include a number of PROW) and would experience some degree of adverse effect as a result of the by the addition of large structures and plumes on the horizon (see **Appendix 15 – Visualisation from footpath north of Yapton**).

9.126 3km to the east is Lyminster Conservation Area which includes the Grade I listed St. Mary Madalen Church. Although distance and boundary treatments would limit views from within the Conservation Area and Church, some would likely remain, including from within their wider setting, which include a public footpath to the north (see **Appendix 18 – Visualisation from footpath north of Lyminster**). Given the open nature of the wider setting with views across the River Arun, the proposed development would be a prominent and intrusive addition on the skyline and flat landscape, albeit at a significant distance and beyond the railway line which occupies the foreground.

9.127 3km to the north is Tortington Augustinian Priory, a Scheduled Monument. This complex is generally well-screened by mature trees on its southern and south-western boundaries and as such the proposed new buildings and stack would be unlikely to be visible. The wider setting does make some positive contribution to the heritage asset's significance, which would likely include some views from public footpaths to the west. However, the proposed development would likely have limited potential for adverse impact on the heritage asset's immediate rural setting, and thus its significance.

9.128 4km to the north is Arundel, which contains a Conservation Area, multiple Listed Buildings, and the Grade I Listed Arundel Castle and associated Grade II* Registered Park and Garden, also a Scheduled Monument. Arundel and its many heritage assets are a prominent feature in the local landscape, occupying higher ground at the foot of the downs with the broad expanse of largely undeveloped flat coastal floodplain extending to the south forming an important element of the town's historic setting. This is recognised in the Arun Local Plan Policy LAN DM2 which seeks to protect setting of Arundel and views into and out of it.

9.129 With regard to the Arundel Conservation Area and numerous Listed Buildings therein (including the Grade I Listed Roman Catholic Cathedral of St. Philip Neri and St. Nicolas Church), although the orientation of streets and the town is such that public views of the application site are likely to be isolated and/or intermittent, the proposed development would likely be visible in some views and setting that contribute to the significance of heritage assets. This would include those from the Conservation Area and designed built heritage assets (particularly from upper storeys where they have southward views). Where visible, the proposed development would be a distant yet noticeable intrusion in long views over the floodplain and stand out against the backdrop of the sea, resulting in harm to the significance of the heritage assets. (see **Appendix 17 – Visualisation from Arundel Roman Catholic Church)**.

9.130 With specific regard to Arundel Castle, although at considerable distance, the proposed development would be clearly visible in some highly significant southward views from the Castle toward the coast (see **Appendix 16 – Visualisation from Arundel Castle**). Coupled with the scale and massing of the building/stacks and associated plumes, this would interrupt these views and result in an adverse change to the wider setting, which positively contributes to the significance of the Castle and its immediate environs. The building and vertical stacks would clearly intrude on the skyline and become a focal point, detracting attention from the flat character of the floodplain.

9.131 In summary, the proposed development would adversely impact to a varying degree on the settings and thus significance of several heritage assets. Place Farm (consisting of Atherington House, Southdown House and The Lodge), St. Andrews Church, and Arundel Castle would be likely to experience either a medium or high level of less than substantial harm, and other assets either a negligible or a low level of less than substantial harm.

9.132 This harm must be weighed against the public benefits of the proposal (which as identified above, include a substantial waste management capacity need). However, noting the 'great weight' that must be afforded to the conservation of heritage assets, the number of assets affected ((including to heritage assets with the highest heritage significance - Grade I/Scheduled

Monument), and extent of the impacts, it is not considered that the benefits of the scheme outweigh the harm, nor would they be considered 'convincing' or 'overriding'.

9.133 Overall, subject to suitable archaeological monitoring/recording, the proposed development is not considered likely to give rise to any unacceptable impact on buried features of heritage interest. The reflection of the alignment of the Portsmouth to Arundel Canal (a non-designated Heritage Asset) within the design of the scheme is considered to represent a slight heritage benefit. However, the scale, form, bulk and appearance of the proposed development, in particular the substantial buildings, large bunds, and twin stacks with associated plumes, would result in a change to the setting of a number of designated heritage assets, including those of the highest importance, which would diminish their significance. Such impacts would not conserve or enhance these heritage assets and potential benefits are not considered to outweigh the harm, contrary to Policy W15 of the WLP and paragraph 200 of the NPPF.

Impact on Amenity

9.134 By its nature, the importation of waste in HGVs and on-site processing involving plant and machinery, has the potential to result in impacts on residential and local amenity through noise, odour, light, and dust/litter.

9.135 The NPPF, paragraph 130, makes clear that planning decisions should ensure that developments "(f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience". This is reflected in the NPPW paragraph 7, and accompanying Appendix B.

9.136 WLP, Policy W19 seeks to ensure that "lighting, noise, dust, odours and other emissions, including those arising from traffic, are controlled to the extent that there will not be an unacceptable impact on public health and amenity".

Noise

9.137 The proposed development has the potential to give rise to noise impacts both during construction and thereafter during the operation of the plant and associated facilities, and vehicle movements to and from it.

9.138 The proposed ERF would operate 24hrs a day, seven days a week, and the WSTF between 06:00-20:00 Monday to Friday and 08:00–18:00 on Saturdays. HGV deliveries and departures for both facilities are only proposed to take place between 06:00-20:00hrs Monday to Friday and 08:00–18:00 on Saturdays.

9.139 Extant permissions for the site also allow for 24hr operation of an energy from waste facility, should it come forward. However, any waste processing operations associated with the reception/pre-treatment and MRF facility (akin to the WSTF now proposed) are currently restricted between 07:00 and 20:00 Monday to Saturday. As a result, the proposed development seeks an additional hour for waste processing activities on weekday mornings, but two

hours less on Saturday evenings. Hours of HGV deliveries and departures would be the same as that currently permitted.

9.140 The submitted application/Environmental Statement includes an assessment of potential noise impacts resulting from the development. Based on proposed plant and activities (and experience of noise produced from similar facilities), operational noise levels have been modelled and potential impacts at noise sensitive receptors calculated for both daytime (07:00-23:00) and night-time (23:00-07:00) periods. This includes both existing residential receptors and those associated with the potential future development of the neighbouring strategic housing site.

9.141 The assessment concludes that there would be either no or negligible operational noise effects at existing sensitive receptors during either daytime or night-time periods, the exception being during early hours HGV movements within the site (between 06:00-07:00, Mon-Fri which are classed as night-time) where some receptors on Ford Lane and Nelson Row could experience a slight adverse effect.

9.142 For potential future receptors, it concludes there would be negligible operational noise effects during the daytime and slight adverse effects during the night-time. However, it is also relevant that any future proposed residential development would also be subject to its own noise mitigation/attenuation requirements in the context of allocated and extant permitted waste operations at the site; this is a matter for Arun District Council. However, it is of note that Arun's officers' recommendations in respect of live outline planning application for the neighbouring strategic development site (F/4/20/OUT) propose conditions requiring details of phasing, a Construction Management Plan (CMP), and a scheme setting out noise sources and mitigation (e.g. buffer zones, acoustic barriers, and orientation of dwelling and gardens to not face noise sources), which reflects the application site's status as being safeguarded for waste management facilities.

9.143 The applicant has also carried out a noise impact assessment for HGV movements on Ford Road/Church Lane. This concludes that the calculated increase in noise levels resulting from proposed development traffic would be negligible in the context of noise resulting from background traffic growth.

9.144 The submitted assessment also includes noise contour plans that provide a spatial representation of predicted noise impacts. From these, the potential impacts from the development upon existing and proposed neighbouring businesses/industrial uses, sports pitches and PROW can be identified. For the nearest existing businesses (WWTW, Flying Fortress and Indoor Football) and the public footpath immediately north of the site, external noise levels would be less than 45dB. For neighbouring sports pitches and potential future employment uses, noise contours indicate they could, in part, be subject to elevated external noise levels in the region of 45-55dB, principally because of HGV movements within the site.

9.145 Such levels, whilst noticeable, would not be uncommon in a suburban area, which is relevant given planned future development in the locality. Further, commercial, employment and industrial receptors are generally less sensitive

to noise, and any noise impacts experienced by footpath users would generally be transitory in nature.

9.146 To mitigate operational noise impacts, most operations (including unloading, loading and sorting of waste) would take place within the proposed WTSF and ERF buildings which would be fitted with fast acting vertical shutter doors, which would be kept closed except when a vehicle is travelling through them. The site is designed with a one-way circulation system to minimise the need for reversing (and associated reversing alarms). Noise producing plant would largely be housed within buildings and acoustic insulation provided around turbines, fans, generator sets and motors. Low speed fans forming part of the large, air-cooled condensers would be located to the south east to maximise the screening effect of the buildings and distance from sensitive receptors.

9.147 Further, a combination of landscaped bunds and timber acoustic fencing is proposed that would surround the operational area and traverse bunds, varying in height between 2.4–5m high.

9.148 The development also has the potential to result in noise impacts during the construction works, particularly as they are likely to take place over 51 months (4.25 years) and would involve demolition, groundworks, erection of large buildings and use of large plant. It is of further note that landscaped perimeter bunds (and acoustic fencing thereon) would not be completed until the final phase of construction works.

9.149 The submitted assessment has considered potential construction noise impacts throughout the various construction phases during proposed construction hours of 07:00 to 19:00 Monday to Saturday. It concludes that for all existing residential receptors, construction noise would result in a negligible effect. The exception would be the nearest properties on Ford Lane to the north where on Saturday afternoons, for a period of some six months during excavations to achieve the lowered ERF ground levels, a slight adverse effect would occur.

9.150 For potential future residents in the 'The Landings', it concludes that construction noise during weekdays and Saturday mornings would result in temporary negligible effects. On Saturday afternoons, such effects could increase to be in the range of slight to substantial, particularly for upper floors of receptors, dependant on phase of construction. For the most part therefore, potential noise impacts would generally not be significant for these receptors. This would also similarly apply to proposed employment uses immediately adjacent to the site. However, in all cases, it must also be recognised that the likelihood of future development of 'The Landings' coming forward in advance or during construction of the proposed development, and any final details of specific noise mitigation measures required of that development, is somewhat uncertain.

9.151 To mitigate construction-related noise, the applicant proposes to operate a Construction Environment Management Plan (CEMP), that would ensure best practicable means to minimise noise and vibration impacts, including programming of noisy works at less sensitive times, use of construction plant with lower noise emissions, managing/locating plant to take account of

nearby receptors, loading unloading away from receptors where practicable, switching off equipment when not in use, personnel briefings etc.

9.152 Subject to conditions to secure hours of operations (and HGV arrivals/departures), phasing of bunds to minimise impacts on existing and future residents, the Arun District Council Environmental Health Officer (EHO), does not raise an objection on noise grounds. However, they have some concerns about noise impacts on playing pitches to the south, and potential lengthy construction impacts on future residents of the neighbouring strategic development site (should they come forward in advance of the proposed development). However, they also note that other powers would remain available to them to prevent unacceptable noise should it be necessary. The Environment Agency (EA), who would also control noise through the Environmental Permitting regime, also raise no objection on noise grounds.

9.153 The impacts of the extant permissions at the site have previously been assessed and considered acceptable. The proposed development is for similar waste uses and thus likely to have a similar noise character. Proposed hours of operation are broadly similar to that previously accepted and/or noise assessments have demonstrated that they would not be likely to result in any unacceptable noise impacts. The numbers and hours of HGV arrivals/departures would be identical as those permitted for existing waste operations on the site.

9.154 Further, although the methodologies by which noise impacts are now assessed have changed, to enable direct comparison, submitted information demonstrates that the proposed development would accord with existing controls for the extant permission at the site. For potential future housing development at 'The Landings' (the allocation of which came after the extant waste permission), this would be marginally exceeded in some locations by 1dB.

9.155 Overall, submitted assessments demonstrate that once constructed, the proposed development would result in a negligible to slight noise impact for all residential receptors. Similarly, neighbouring businesses/industrial uses, sports pitches and PROW are unlikely to experience noise levels that would give rise to unacceptable impacts. The EHO and EA raise no objection on noise grounds. During construction, the proposed development would have a negligible to slight noise impact for existing residential receptors for a temporary, albeit lengthy, period. Further, although there is potential for construction noise impacts at future receptors of 'The Landings', the likelihood of them coming forward in advance of the proposed development is uncertain and detailed design/required noise attenuation for that development will be subject to further planning consideration and approval. Subject to conditions to control the hours of construction, site operations and HGV movements sought, a detailed CEMP, an operational noise management plan, and establishment of a Local Liaison Group, the proposed development is not considered likely to result in any unacceptable noise impacts, particularly when compared with the noise that may result from the existing and permitted site operations.

Dust/Litter

9.156 The proposed development has the potential to produce dust and litter both during construction and operation. During operation, given that waste management operations would take place internally within the proposed buildings with fast acting doors (including storage of waste materials and loading of incinerator bottom ash), any potential litter/dust-producing activities would be contained. There is potential for the transport of sorted waste and exports to generate litter or dust; however, the applicant envisages incoming waste will be delivered in bulk transfer vehicles and refuse collection vehicles (typically enclosed). Further, conditions could be applied to ensure any loads carried in open vehicles would be covered to prevent escape of materials.

9.157 Dust-producing activities would predominantly relate to any works associated with site construction, in particular demolition of existing buildings, excavations/earthmoving operations, and storage of materials. To mitigate any such impacts, a construction phase Dust Management Plan (DMP) is proposed that would include typical measures, such as complaints monitoring/management, contact details, regular site inspections, minimising drop heights, dust suppression measures (e.g. dampening down), wheel wash, etc.

9.158 The submitted ES includes an assessment of the potential dust impacts for both existing and future receptors, including consideration of the future development of the neighbouring strategic development site, which could act cumulatively. It concludes that subject to the proposed dust management controls during construction, any dust impacts arising from the development would not be significant.

9.159 The EHO does not raise an objection on dust/litter grounds. The EA, who would also control any fugitive dust and litter through the Environmental Permitting regime raise no objection.

9.160 Subject to conditions to secure enclosed loads for vehicles transporting materials and waste to/from the site, and a construction phase dust management plan, it is not considered that the proposed development would result in any unacceptable dust/litter impacts.

Odour

9.161 The proposed development would involve the processing and storage of a mix of commercial/industrial and municipal waste, which would likely include some biodegradable and other potentially odorous materials including food waste. Due to the need to maintain a feedstock for the combustion process, waste could be retained within the ERF for a period of up to five days, increasing the potential for odour impacts. Within the WSTF, waste could include odorous materials; however, the applicant envisages most of the waste handled would likely comprise recyclable materials and thus odour would be less likely.

9.162 To mitigate potential impacts, the applicant proposes a number of odour control measures. In terms of physical measures, both the WSTF and ERF would be fitted with fast acting shutter doors that would remain closed expect during deliveries, and the waste reception hall/bunker within the ERF would be maintained under negative pressure minimising any odour release.

Further, vehicles delivering waste would be covered/contained minimising potential for the release of odour. Such measures could be secured by condition.

9.163 In terms of the operational measures, the applicant proposes waste stored within the ERF bunker would be mixed and rotated regularly to avoid decomposition, and malodorous waste prioritised. Within the WSTF, although odorous waste is likely to comprise a small volume of processed waste, any received would be transferred to the ERF at the end of each working day and surfaces cleaned. Further, regular olfactory checks (e.g. 'sniff tests') and monitoring of air flow/doors closures are proposed. The applicant states such measures would be secured through the adoption of an Odour Management Plan (OMP), which would be a requirement of any Environmental Permit, to ensure Best Available Techniques (BAT) are adopted and unacceptable impacts at off-site receptors avoided.

9.164 The submitted ES includes an assessment of the potential odour impacts for both existing and future receptors, including the potential for cumulative effects with other nearby facilities with the potential to produce odour (including the neighbouring WWTW). Taking into account the potential for odour at source, pathways, prevailing wind directions, and proximity to sensitive receptors, the ES predicts the risk of odour exposure and any effects resulting from the proposed development at sensitive receptors would be negligible. This includes consideration of those using playing fields to the south and future residents of the neighbouring strategic development site.

9.165 Although the Arun District Council Environmental Health Officer does not specifically raise an objection on odour grounds, they have noted concerns about the potential for odour impacts on existing/future residents closest to the proposed development. The EA, who would also control any fugitive odour emissions through the Environmental Permitting regime raise no objection.

9.166 It is also of note that the proposed development would be unlikely to substantively differ in terms of the potential for odour emissions compared to extant permitted operations at the site, which also permit the management of potentially odorous waste and which are subject to odour control conditions. In this regard, the potential for odour generation is likely to comparable or better than that previously accepted, and for which there have been very few complaints made to date (and none of which have been substantiated to officer's knowledge).

9.167 Overall, it is considered that, subject to conditions to ensure fast acting doors, and covering/containment of vehicles delivering waste, the proposed development would not give rise to any unacceptable odour impacts.

Lighting

9.168 The proposed development includes a mixture of wall (up to 8m above ground) and column mounted (6m) LED lighting to illuminate internal access and circulation areas within the main site during hours of darkness. The applicant proposes that some lighting may be required throughout the hours of darkness owning to the ERF being operational 24hrs a day.

9.169 In addition to proposed external lighting, the proposed office/administration areas (set over six floors on the north-west elevation of the ERF buildings) also include large areas of glazing at height, which could result in light spill. There is also potential for light impacts associated with the headlights of vehicles travelling to/from the site during hours of darkness (largely during winter months).

9.170 The development proposals include substantial bunds and perimeter fencing that would aid in screening any low-level light spill and the headlights of vehicles moving within the site. All external lighting would be LED and directed downward with anti-glare reflectors to minimise the potential for light spill upward or outside the site. It would also be fitted with timer and sensor controls. The submitted lighting plan includes light contours that demonstrate proposed external lighting would not spill outside the main site. To mitigate light spill through high-level glazed elevations of the building, the applicant proposes the use of automated blind systems during hours of darkness.

9.171 The access to the site from Ford Road already includes lighting columns of some 8m on height along its length, which it understood would be retained. It is also of note that large areas around the application site would be subject to change as the development of the strategic housing site comes forward, and which will undoubtably result in a change in the general levels of light in the locality during hours of darkness.

9.172 The Arun District Council Environmental Health Officer does not raise an objection on lighting grounds.

9.173 The submitted plans show medium intensity aviation lighting at the top of the proposed flue stack. However, Civil Aviation Authority (CAA) guidance sets out only structures of a height of 150m (or structures of lesser height which are a significant navigational hazard) need to be equipped with aviation warning lighting. Both NATS and Goodwood Aerodrome raise no objection to the proposed development, with Goodwood noting there would be no requirement for aviation warning lighting for their purposes. On this basis, aviation lighting is not likely to be required and the applicant has confirmed there is no intention for this to be installed.

9.174 Overall, it is considered that, subject to conditions to minimise the use of lighting to required areas only during hours of operation, the proposed development would not give rise to any unacceptable lighting impacts.

Overall Conclusion

9.175 The development has the potential to result in impacts on residential and local amenity through noise, dust/litter, odour, and lighting. The applicant has provided information to demonstrate that the operation of the facility would result in a limited increase in noise levels, particularly as most operations would be enclosed within a building. As there would be no increase in HGVs, there would be limited potential for any associated increase in noise from vehicle movements. It is considered that dust and odour could be adequately contained through measures such as fast-acting shutter doors and operating the building under negative pressure and prioritising the processing of malodourous waste. A Construction and

Environmental Management Plan would address the risk of dust emissions during the construction process. Proposed lighting has been designed to minimise any spill, and subject to conditions to secure its final specifications, times of operation, and automated blinds on glazed areas, is considered suitable in relation to the existing and future context of the site. Overall, the proposal is considered acceptable with regard to potential noise, dust/litter, odour, and lighting impacts.

Impact on Public Health

9.176 Many representations have raised concerns about the impact of the ERF on health, particularly in relation to emissions from the stack.

9.177 The need to protect human health is identified in paragraphs 185 and 186 of the NPPF which recognises that the planning system should ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, and the need to sustain compliance with relevant limit values or national objectives for pollutants. This is reflected in Policy W16 of the WLP, which seeks to there will not be an unacceptable impact on air quality, and Policy W19, which seeks to ensure that emissions are controlled to the extent that there will not be an unacceptable impact on public health.

9.178 The principal health concerns raised by third parties and consultees relate to emissions arising from the combustion of waste, and the resultant impacts upon air quality. The combustion process would be undertaken within a sealed boiler hall after which 'flue' gases would go through a process of cleaning, filtration and treatment (FGT) before being emitted from the flue stacks. The Environmental Statement notes that at each stage of the process, controls would be in place to minimise emissions in accordance with Best Available Techniques (BATs), automated safeguards operated, and continual monitoring and reporting carried out in accordance with Environment Agency permit requirements.

9.179 The submitted application includes an Air Quality Assessment that considers potential impacts to air, including an assessment of baseline conditions, receptors, potential emissions, dispersion modelling, and likely significance of impacts. It also includes a Human Health Risk Assessment that considers potential pathways to receptors (including farms, allotments, residential properties, and schools). Taking into account the potential contribution to relevant air quality limits/levels, the assessments conclude that the potential impacts to air would be negligible for all process emissions and there would be no appreciable human health risk.

9.180 The submitted assessment also considers potential impacts to air quality arising from operational traffic, including any potential in combination impacts with process emissions (which are unlikely as peak process emissions do not occur in the same location). Based on a worst-case scenario (i.e. assuming there would be no improvement in fleet vehicular emissions over time), this concludes that the impact on vehicular emissions on air quality would be negligible. Nonetheless, the applicant proposes that all new operators' vehicles will comply with the latest European Emissions Standards, and sustainable transport measures, such as bike racks and

suitable EV charging points, will be provided to further tackle vehicular emissions. These commitments could be secured by condition.

9.181 Detailed consideration of the implications of waste management processes for human health is the responsibility of the Environment Agency (EA), which carries out pollution control responsibilities through the Environmental Permitting regime. The role of the County Council, as Waste Planning Authority, is to regulate the development and use of land, rather than the processes. This is confirmed by the NPPF which at paragraph 188 states "The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively."

9.182 Controls over the emissions from the stack are within the remit of the Environment Agency, who raise no objection and note that an Environmental Permit would be required. Accordingly, there is no reason to believe that the development could not fulfil the requirements of any subsequent Environmental Permit. Further, as part of any application for an Environmental Permit, the EA would consult with Public Health England (PHE), who would make specific observations and recommendations for conditions, during that process.

9.183 Public Health England (PHE) have also been consulted on the proposal who conclude that they have "no significant concerns regarding risk to health of the local population form potential emissions associated with the proposed activity, providing that the applicant takes all appropriate measures to prevent or control pollution, in accordance with the relevant technical guidance or industry best practice".

9.184 Arun District Council's Environmental Health Officer raises no objection to the proposal with regard to impacts on air quality.

9.185 Therefore, it is considered that the County Council, as local planning authority, can be reassured that process emissions from the facility would not lead to any unacceptable impact on air quality or human health.

9.186 Third parties raise concerns/fears over potential for harm from stack emissions, potential for EA standards to be failed, and there is no certainty of these being stringently monitored. This fear is also linked to concerns that nearby properties could become undesirable and that the delivery of the neighbouring strategic development could be stifled. It is acknowledged that these fears could result in stress and be detrimental to health and well-being; this is capable of being a material consideration in the determination of a planning application, particularly when so widely expressed. However, there must be objective justification to the perception of the harm that would be caused for this be attributed any weight.

9.187 As noted above, it must be assumed that the relevant pollution control regime will be properly applied and enforced, and the relevant pollution control and health authorities do not consider there is a significant risk to health from process emissions. Further, no evidence has been provided that demonstrates EFW development within or adjacent to residential properties

would adversely affected house prices or the demand for housing in an area. On that basis, and noting the existing site already hosts waste activities/has an extant permission for a (albeit smaller) EFW facility, is it considered that there is only very limited objective justification, and thus weight, that can be given to the perception of harm. A similar view was reached by the planning inspector in relation to the energy from waste facility allowed on appeal at Brookhurst Wood, Horsham.

9.188 Overall, the applicant has considered the potential impacts upon air quality and concludes them to be negligible. The Environment Agency, Public Health England and Arun District Council's Environmental Health Officer raise no objections to the proposal. Issues relating to ERF process emissions to air are regulated through the Environmental Permitting regime controlled by the Environment Agency, which would require the operator to demonstrate ongoing compliance with all UK objectives/limits for air quality. Overall, therefore, it is considered that there are sufficient controls through the Environmental Permitting process to ensure that the development would not result in unacceptable impacts on air quality or, as a result, impacts on human health. Therefore, the proposal accords with WLP Policies W16 and W19 insofar as they relate to air quality and public health.

Impact on Highway Capacity and Road Safety

9.189 The development has the potential to result in adverse impacts on highway capacity and road safety during both the construction period and the operation of the facility, in particular because of HGV traffic.

9.190 In August 2019, planning permission (WSCC/027/18/F) was granted at the site for a new southern link road/access and variations agreed to the S106 for the wider extant permitted waste facility that set a cap for the hours, volumes, and routing of HGVs at the site (see paragraph 3.6).

9.191 In the 'normal operating day scenario', the proposed development would result in 109 HGVs entering/leaving the site (218 HGV movements) Monday-Friday. However, to take account of a worst-case scenario approval for a maximum up to 240 HGVs per day (120 in and 120 out) is sought on weekdays. Accordingly, the proposed development would result in no change to the maximum volumes or hours of HGVs currently permitted to travel to and from the site under permission WSCC/027/18/F. Further, existing HGV routing arrangements for both construction and operational traffic would also be retained. As with extant permissions, such measures could be secured by condition and/or S106 legal agreement.

9.192 However, since approval of extant permissions, development proposals in the locality have come forward (and/or are currently being considered), and the new southern access and routing arrangements are now in place at the site. Further, although there are no changes to proposed maximum operational HGV numbers, the proposals would result in some variation to the duration and volume of construction traffic when compared to the extant permission and it is likely that a higher proportion of HGV traffic is likely to be of a larger size.

9.193 The NPPF (paragraphs 110 and 111) set out that planning decisions should ensure that developments provide appropriate opportunities to promote

sustainable transport, safe and suitable access, and mitigate any significant impacts from the development on the transport network (including in terms of highway safety, capacity and congestion). This is reflected in the NPPW paragraph 7, and accompanying Appendix B.

9.194 WLP, Policy W18 seeks to ensure that "transport links are adequate to serve the development", including requirements to demonstrate that "vehicle movements associated with the development will not have an unacceptable impact on the capacity of the highway network" and "there is safe and adequate means of access to the highway network and vehicle movements associated with the development will not have an adverse impact on the safety of all road users".

9.195 At present, the part-implemented waste facility only operates at a capacity of approximately 20,000tpa for limited waste transfer activities, which result in an average of 92 daily HGV movements between January-July 2021 (albeit these figures are likely affected by COVID restrictions and would have previously been much higher in 2018-2019 when waste was being diverted from the fire damaged Westhampnett WTS).

9.196 The Environmental Statement (ES), supported by a Transport Assessment (TA) based on the latest available data, considers changes in baseline scenarios, committed developments, and future growth in the locality that could generate additional trips on the affected areas of the highway network. This includes assessment of potential highway impacts from a 'Do Nothing' scenario for the application site (i.e. assuming only its limited current use as a WTS) which shows that for the section of Ford Road/Church Lane between the application site and the A259 Roundabout, the proposed development would result in a 1% increase in average daily vehicular trips, and a 28% increase in HGV movements (when compared to traffic experienced today).

9.197 The assessments include consideration of future growth in traffic resulting from strategic housing development sites at both Ford and Clymping, and Junction modelling and swept path analysis of the existing Church Lane/A259 roundabout. The submitted information also includes: a Walking, Cycling and Horse Riding Assessment Report (WCHAR); further consideration of potential impacts on non-motorised users on Ford Road/Church Lane; an updated analysis of construction trip generation for the worst-case scenario (when operation/commissioning and bund creation are all taking place together); and a revised Safety Audit for the site access/egress onto Ford Road.

9.198 The ES and TA conclude that the proposed development would operate within the extant permitted HGV volume cap, and that the conclusions of previous assessments still stand in that the development would not have a severe impact on the highway network. As mitigation for both operational and construction related traffic, in addition to taking forward existing HGV caps and routing, the applicant proposes a Construction Environment Management Plan (CEMP) and Delivery Service Management Plan (DSMP) (outline versions of which have been provided) that, among other matters, would seek to ensure deliveries are co-ordinated and avoid peak traffic hours, wherever possible, including those related to the Ford Market/Car Boot.

9.199 Although proposed HGV flows will increase over that currently experienced in the locality and likely include a higher proportion of larger HGVs, they would

be subject to the same routing and remain within previously accepted and extant approved limits. However, it should be noted that extant permissions do not set any limits on HGV size and thus allow the maximum legal size for an articulated vehicle of 16.5m in length.

9.200 The proposals would result in some variation to the duration and volume of construction traffic when compared to the extant permission (notably an increase in the overall estimated construction period from 2 to 4.25 years) but would remain within the maximum proposed (and currently permitted) operational HGV caps.

9.201 Regarding the Church Lane/A259 roundabout, junction modelling and swept path analysis has been provided that demonstrates development traffic could safely navigate the existing roundabout and would represent a limited contribution to the overall traffic using it, and thus result in a minimal impact on its performance. It is of note that this is regardless of whether a new roundabout as required by an outline permission (CM/1/17/OUT – allowed on appeal) for 300 homes and associated infrastructure at the 'Climping' strategic development site (SD10) comes forward, which would significantly improve this link.

9.202 In terms of potential impacts on non-motorised users on the section of Ford Road/Church Lane between the application site and the A259, although no change in maximum permitted HGV movements is proposed, an increase in the volume of larger HGVs could contribute to a heightened sense of fear and intimidation when they pass, particularly for cyclist and roadside pedestrians. However, as highlighted by the Highway Authority, there is no evidence to suggest that this would result in any actual increase in highway safety concerns. As a result, taking into account the frequency of HGV movements, limited contribution to overall traffic volumes, generally good forward visibility for motorists to detect cyclists, and noting that HGV volumes would remain within previously accepted numbers, the proposed development is not considered to result in any unacceptable impact upon non-motorised users.

9.203 Nonetheless, the submitted WCHAR has identified opportunities for wider improvements to pedestrian/cycling facilities in the locality, and the Highway Authority recommend a proportionate contribution be required to secure such improvements. Regardless of there being no increase in maximum permitted HGV numbers proposed, taking into account the likely increase in the volume of larger HGVs, associated likelihood of increased fear/intimidation on non-mortised users, and NPPF promotion of sustainable transport (paragraphs 104 & 110), it is considered such a contribution would be justified and thus could be secured by a S106 legal agreement.

9.204 Although the existing site access onto Ford Road currently benefits from planning permission for use by HGVs at a maximum level as that now sought, it has not been operated at such levels, the proposals would result in a higher proportion of larger size HGVs being used, and the latest submitted Safety Audit and Vehicular Tracking Plans bring new information to light. These identify that large HGVs significantly overrun within the access road when entering and exiting the site, which could give rise to collisions (as stated by the applicant's road safety auditors). The applicant has not provided any revised design or mitigation for the identified safety issues and no justified exception has been agreed with the Highway Authority, who

object to the proposals. As a result, it has not been demonstrated that a safe and adequate means of access to the highway is available/achievable and, therefore, that the proposal would not have an adverse impact on the safety of all road users.

9.205 Overall, although proposed HGV flows will increase over that currently experienced in the locality and likely include a higher proportion of larger HGVs, they would be within previously accepted and approved limits and subject to the same routing. HGV flows resulting from construction would also remain within maximum proposed operational HGV numbers. Apart from the proposed access onto Ford Road, subject to conditions and/or S106 legal agreement to secure maximum HGV numbers and routing as per previous permissions, a proportionate contribution for improvement of pedestrian and cycle access provision, a CEMP and DSMP, parking provision, and a workforce travel plan, the proposed development is not considered likely to give rise to any unacceptable impacts upon the capacity or safety of the highway network. However, it has not been demonstrated that the proposed access and egress onto the highway at Ford Road, by reason of its width and configuration, is adequate to accommodate the proposed type and volume of construction and operational traffic. Therefore, it has not been demonstrated that the development would not have an adverse impact on the safety of all road users, contrary to Policy W18 of the WLP and paragraphs 110 and 111 of the NPPF.

Cumulative Impact

9.206 Although the proposed development would replace an established existing operational waste use on the site, it would sit alongside an established wastewater treatment works and in relatively close proximity to other established waste and industrial uses/sites in the wider locality (e.g. Viridor's MRF to the south, Ford Airfield Industrial Estate to the west, and Rudford Industrial Estate to the South in Climping). Further, as highlighted by many third parties and consultees, there are strategic allocation sites in the locality (including surrounding the application site), and villages in the locality have recently accommodated and/or have planning permission for considerable development, including new residential estates. Any impacts associated with the proposed facility could therefore act in combination with these existing/permitted and allocated uses, and thus give rise to cumulative effects.

9.207 Policy W21 of the Waste Local Plan supports proposals for waste development "provided that an unreasonable level of disturbance to the environment and/or local communities will not result from waste management and other sites operating simultaneously and/or successively".

9.208 The submitted ES has considered all existing operational/built development and the nearby waste uses that have been in operation for some time, as part of the baseline for which any additional impacts have been assessed and thus are addressed as part of the above key considerations. The potential for cumulative effects with other relevant consented and allocated (but not yet implemented) development in the vicinity, has also been considered within each topic area of the ES.

9.209 In terms of the potential for disturbance on communities, other permitted (and allocated) development in the locality would inevitably have some localised effects that could act in combination with the proposed development (most notably future development of the Strategic Housing Allocation that surrounds the application site for which live planning applications are currently being considered by Arun District Council (F/4/20/OUT and F/5/20/PL). However, except for temporary construction impacts, such developments are not typically noise, odour or dust generating, or are of sufficient separation that any impacts would unlikely result in any unacceptable cumulative impacts.

9.210 There is some potential for cumulative construction impacts if this proposal comes forward at the same time as the neighbouring strategic development site (which is uncertain). However, subject to controls through a Construction and Environmental Management Plan, it is considered that the impact on residents could be satisfactorily mitigated.

9.211 The proposed development is largely comparable in terms of potential for noise, dust/litter and odour to that previously accepted as part of extant permissions. Subject to appropriate conditions, it is considered acceptable with regard to potential noise, dust/litter, odour, and lighting impacts when taking into account all existing development that it could act in combination with.

9.212 In terms of any disturbance from HGVs on the wider highway network, the submitted ES has considered changes to environmental baselines since the approval of the waste facility, including changes in traffic, approved development, and associated noise/air quality impacts. This satisfactorily demonstrates that no unacceptable impacts would arise.

9.213 Overall, although there is potential for disturbance as a result of cumulative impacts with other permitted and proposed development in the locality, the proposed development would replace an established waste use and is largely comparable with it with regard to such matters. Other proposed developments in the locality (including the neighbouring strategic development site) are not typically noise, odour or dust generating, or are of sufficient separation that any impacts would unlikely result in any unacceptable cumulative impacts. Although there is some potential for cumulative construction impacts, it is considered that the impact on residents could be satisfactorily mitigated. In terms of any disturbance from HGVs on the wider highway network, it has been satisfactorily demonstrated that no unacceptable cumulative impacts would arise. Subject to appropriate conditions, it is considered that the proposed development would accord Policy W21 of the WLP.

10. Overall Conclusion and Recommendation

10.1 The proposal could divert some 275,000tpa of residual waste from either landfill or export outside of the County, thermally treating it to produce electricity. It would also include a 20,000tpa WSTF that would sort and separate out recyclables for further treatment. Therefore, the development would facilitate the movement of a large volume of waste up the hierarchy and make a significant contribution towards meeting identified shortfalls for the management of waste arisings within the County in accordance with the

WLP strategic objective to achieve net self-sufficiency. It would also further the WLP aspirations of 'zero waste to landfill' and provide a facility to manage waste close to source. As a result, it is considered that there is a significant waste management need for the proposal in accordance with both the WLP and NPPW.

10.2 The proposed development would generate partially-renewable energy, and would be designed with the potential for the export of heat should customers in the locality be secured. Although the carbon credentials of the proposal are difficult to determine with any certainty, the ERF would be designed to achieve an R1 efficiency status and would likely result in carbon savings. The proposed development is therefore considered consistent with the WLP, the NPPW, NPPF and wider government waste strategy, which seeks to promote the production of renewable and low carbon energy and mitigate climate change.

10.3 There would be some positive benefit in terms of the creation of some 30 additional permeant jobs and additional employment during temporary construction activities, that would result in some financial benefit to the local and wider economy. However, the number of jobs created is relatively small and the construction workforce would only be required for a temporary period.

10.4 There would also be some positive biodiversity benefits of the proposed soft landscaping scheme and proposed bat/bird/bug boxes, that combined (in time) would represent a significant increase in available habitat and planting on the site. However, these benefits would be largely localised, and of limited significance in the context of the wider area.

10.5 Although the proposed development is 'acceptable in principle' in accordance with Policy W10 of the WLP, the development principles for the allocated site need to be satisfactorily addressed and it still needs to be acceptable when judged against the other policies of the plan.

10.6 Although the proposed development satisfactorily addresses most of the development principles, as summarised below, there are concerns about the impact of the proposed development on the setting of some listed buildings to the north, the amenities of PROW users, and on road safety. Therefore, it does not satisfactorily address the relevant development principles, contrary to Policy W10 of the WLP.

10.7 With regard to compliance with other policies, it is considered that the scale, form, bulk and appearance of the proposed development (in particular the substantial buildings, large bunds, and twin stacks with associated plumes), would not add to the overall quality of the area and it would not have due regard to the local context. Therefore, it would not be high quality development. Furthermore, it would have an unacceptable impact on the character of the area, the wider landscape, and visual amenity. It would also result in significant adverse impacts upon the South Downs National Park, undermining the objectives of its designation and negatively impact on its purposes. Similarly, it would result in harm to the significance of a number of important designated heritage assets (including those of the highest importance), the impacts which are not outweighed by the benefits of the proposal. As a result, the proposed development in contrary to Policies W11,

W12, W13 and W15 of the WLP, paragraphs 130, 176 and 200 of the NPPF, and paragraph 7 of the NPPW.

10.8 Although proposed HGV flows would increase over that currently experienced in the locality and likely include a higher proportion of larger HGVs, they would be within previously accepted and approved limits and subject to the same routing. Apart from the proposed access onto Ford Road, subject to appropriate conditions and/or a S106 legal agreement, the proposed development would not result in any unacceptable impacts upon the capacity or safety of the highway network. However, it has not been demonstrated that the proposed access and egress onto the highway at Ford Road is adequate to accommodate the proposed type and volume of construction and operational traffic and, therefore, that there would not be an adverse impact on the safety of all road users, contrary to Policy W18 of the WLP and paragraphs 110 and 111 of the NPPF.

10.9 It is considered that the proposal is acceptable with regard to other key material matters, including impacts on amenity and public health, and cumulative impacts.

10.10 In reaching a decision on the current planning application, the benefits of the proposal need to be weighed against its disbenefits. On the one hand, there are significant benefits in terms of waste management and lesser benefits in terms of renewable/low carbon energy generation, employment, and biodiversity. On the other hand, there would be significant adverse impacts on the character of the area, the wider landscape, visual amenity, the South Downs National Park, heritage assets, and road safety. Overall, on balance, it is considered that the benefits of the proposal do not outweigh the significant disbenefits that have been identified and, as such, the proposed development is not considered to constitute sustainable development in accordance with paragraphs 7 or 11 of the NPPF and is contrary to the development plan when read as a whole.

10.11 Therefore, it is **recommended** that planning permission be refused for the reasons set out at **Appendix 1**.

Factors taken into account

11. Consultations

11.1 See Sections 7 and 8.

12. Resource Implications and Value for Money

12.1 Not applicable.

13. Legal Compliance

13.1 In considering the application, the County Council has, through consultation with the appropriate statutory bodies and having regard to the Development Plan and all other material considerations, considered the objectives of protection of human health and the environment and self-sufficiency and proximity as required by Article 18 of the Waste (England and Wales) Regulations 2011.

14. Equality and Human Rights Assessment

14.1 The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act. Officers considered the information provided by the applicant, together with the responses from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

14.2 The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the County Council from acting in a manner which is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic wellbeing of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.

14.3 For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The Planning Considerations identified are also relevant in deciding whether any interference is proportionate. Case law has been decided which indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.

14.4 The Committee should also be aware of Article 6, the focus of which (for the purpose of this committee) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the decision-making process as a whole, which includes the right of review by the High Court, complied with Article 6.

15. Risk Management Implications

15.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that the determination of planning applications must be made in accordance with the policies of the development plan unless material considerations indicate otherwise. If this is not done, any decision could be susceptible to an application for Judicial Review.

16. Crime and Disorder Reduction Assessment

16.1 Not applicable.

17. Social Value and Sustainability Assessment

17.1 Not applicable.

Michael Elkington
Head of Planning Services

Contact Officer: James Neave, Principal Planner, Ext. 25571

Appendices

Appendix 1 – Reasons for Refusal

Appendix 2 – Site Location Plan

Appendix 3 – Arun Local Plan Proposals Map

Appendix 4 – PROW near the site

Appendix 5 – Proposed Site Layout

Appendix 6 – Aerial 3D view of Proposed Design

Appendix 7 - ERF Elevations (x4)

Appendix 8 – WSTF Elevations

Appendix 9 – Key Designations

Appendix 10 – The Landings Illustrative Masterplan

Appendix 11 – Visualisation from footpath east of site

Appendix 12 – Visualisations from Ford Lane and Rollaston Park

Appendix 13 – Visualisations from Littlehampton and Walberton

Appendix 14 – Visualisation from footpath north of site

Appendix 15 – Visualisations from footpaths north of Yapton and west bank of River Arun

Appendix 16 – Visualisations from footpath within SDNP and Arundel Castle

Appendix 17 – Visualisations from St Andrews Church and Arundel Roman Catholic Cemetery

Appendix 18 – Visualisations from footpaths north of Lyminster and west of Tortington

Background papers

See Section 6.

Appendix 1: Reasons for Refusal

1. Character, Landscape, and Visual Amenity

The proposed development would not be high quality, resulting in significant adverse impacts on the character of the area, the wider landscape, and the visual amenity of numerous existing and future residents and visitors. Therefore, the proposed development is contrary to Policies W10, W11 and W12 of the West Sussex Waste Local Plan (2014), paragraph 130 of the National Planning Policy Framework (2021), and paragraph 7 of the National Planning Policy for Waste (2014).

2. Protected Landscape (South Downs National Park)

The proposed development would result in significant adverse impacts upon the landscape character, scenic beauty, and enjoyment of the South Downs National Park, undermining the objectives of its designation and negatively impacting on the purposes of the National Park. Therefore, the proposed development in contrary to Policy W13 of the West Sussex Waste Local Plan (2014) and paragraph 176 of the National Planning Policy Framework (2021).

3. Heritage

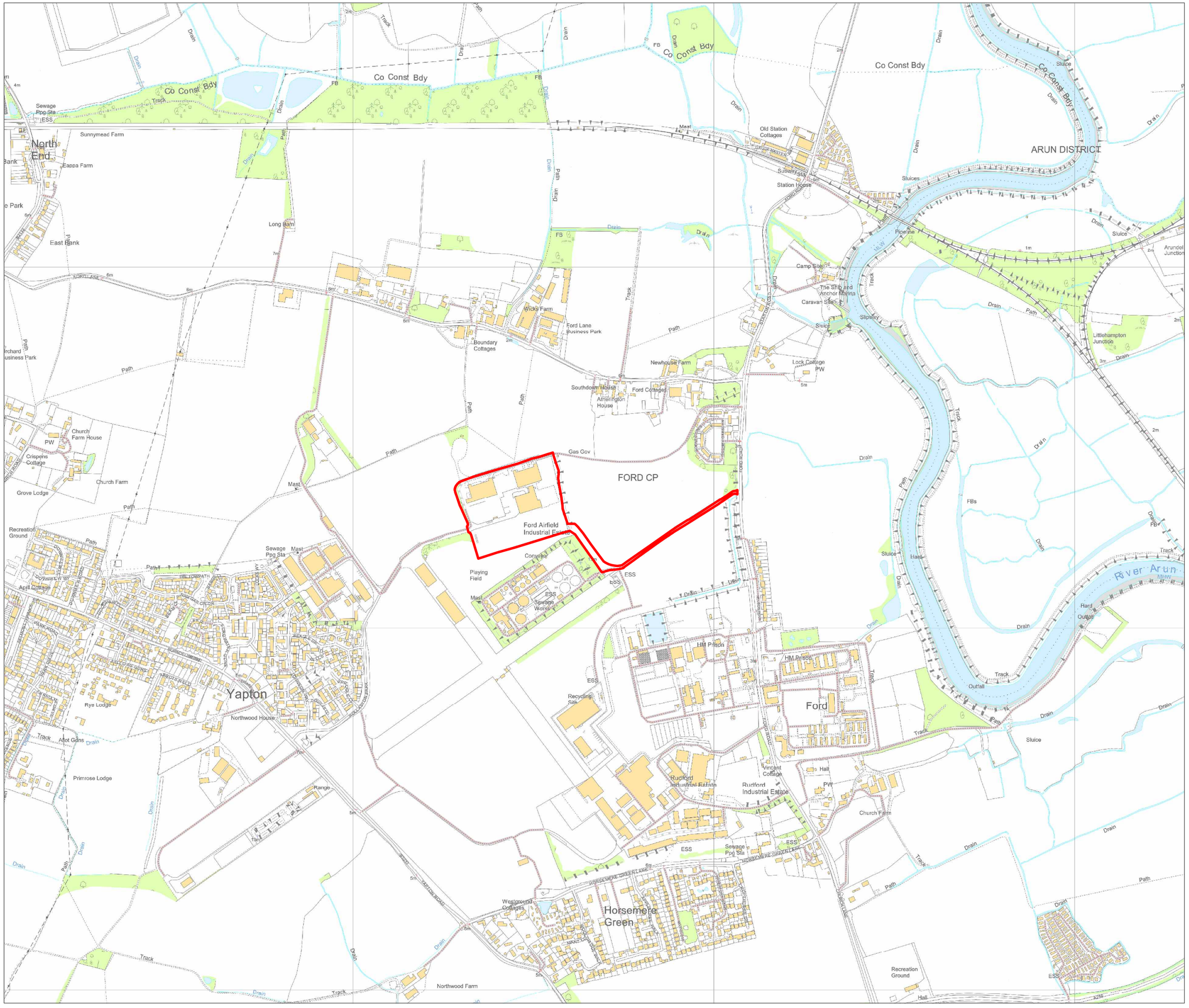
The proposed development would result in a change to the setting of several important designated heritage assets, which would diminish their significance. Heritage assets would not be conserved or enhanced, and potential benefits are not considered to outweigh the harm. Therefore, the proposed development is contrary to Policies W10 and W15 of the West Sussex Waste Local Plan (2014) and paragraph 200 of the National Planning Policy Framework (2021).

4. Highways

It has not been demonstrated that the proposed access and egress onto the highway is adequate to accommodate the proposed type and volume of construction and operational traffic and, therefore, it has not been demonstrated that the proposal would not have an adverse impact on the safety of all road users. Therefore, the proposed development is contrary to Policies W10 and W18 of the West Sussex Waste Local Plan (2014) and paragraphs 110 and 111 of the National Planning Policy Framework (2021).

INFORMATIVES

A. The County Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and consultee responses, and giving the applicant opportunities to overcome the concerns raised about the development. In general, the Council will seek to approve applications and work proactively with applicants that will improve the economic, social and environmental conditions of the area. However, in this case, the Council has found the development to be contrary to the development plan and national policy.



Site boundary

Ford Energy Recovery Facility and Waste Sorting and Transfer Facility, Ford Circular Technology Park

Viridor Energy Ltd, Grundon Waste Management Limited and Ford Energy from Waste Limited

0 250 m

N

Site location plan

Dwg no/264101/E03	Revision	
Status	24 March 2021	
Scale: 1:10,000 @A3	Drawn by: JC	Checked by: ER

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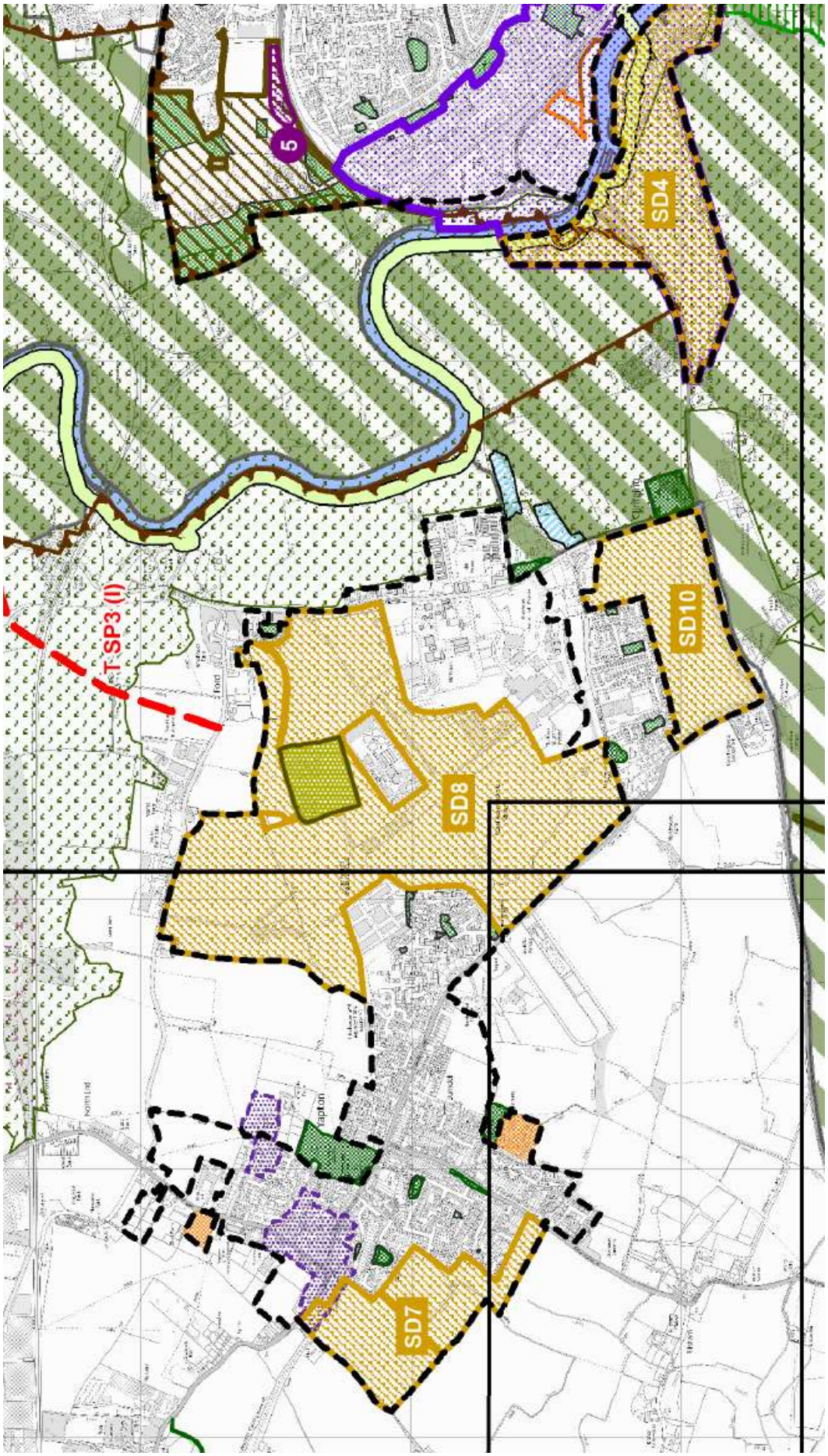
Arun local Plan 2011-2031 (July 2018)

Proposals Map (extract)



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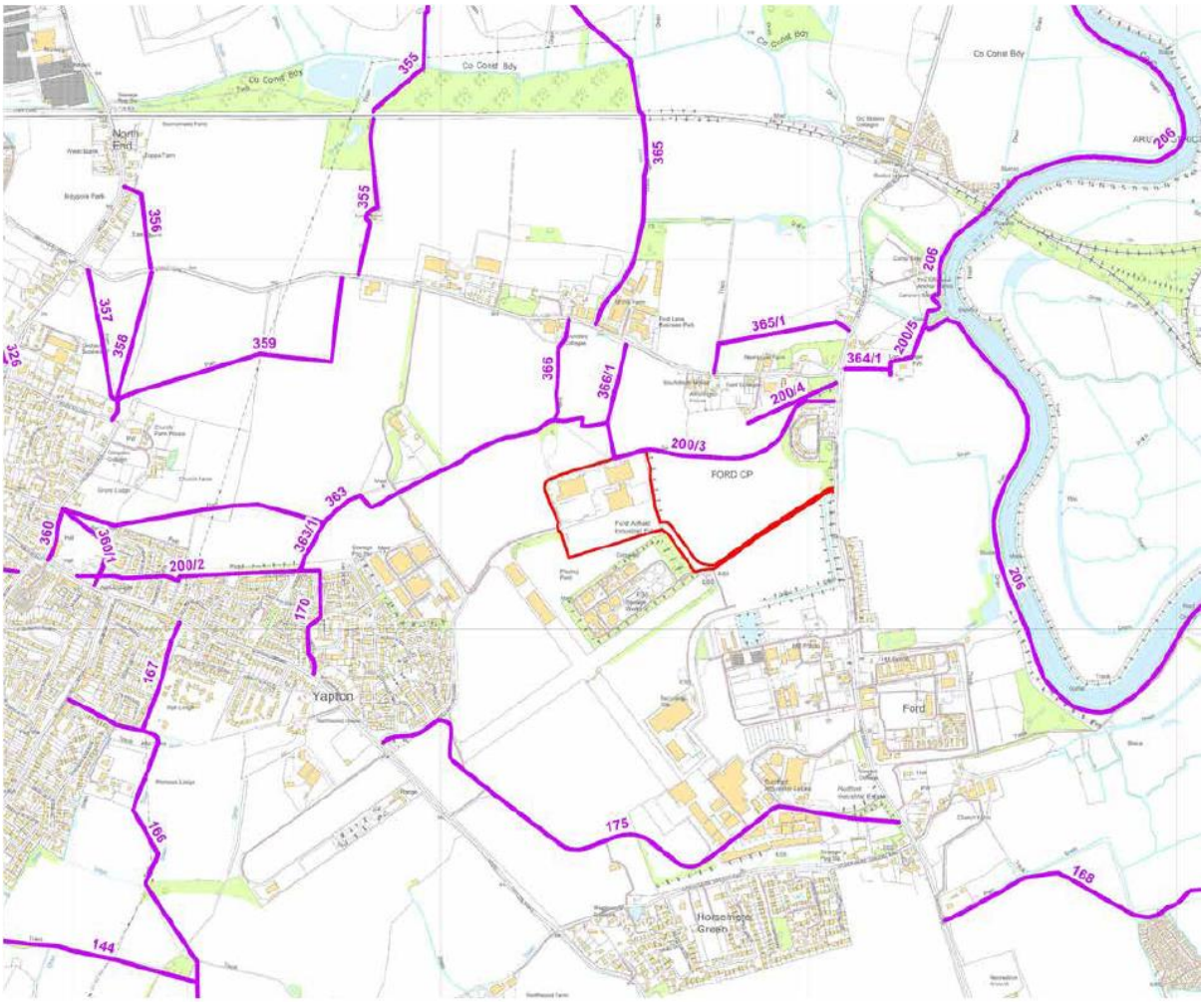
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Yapton
Ford
Horsemere Green
North Ford

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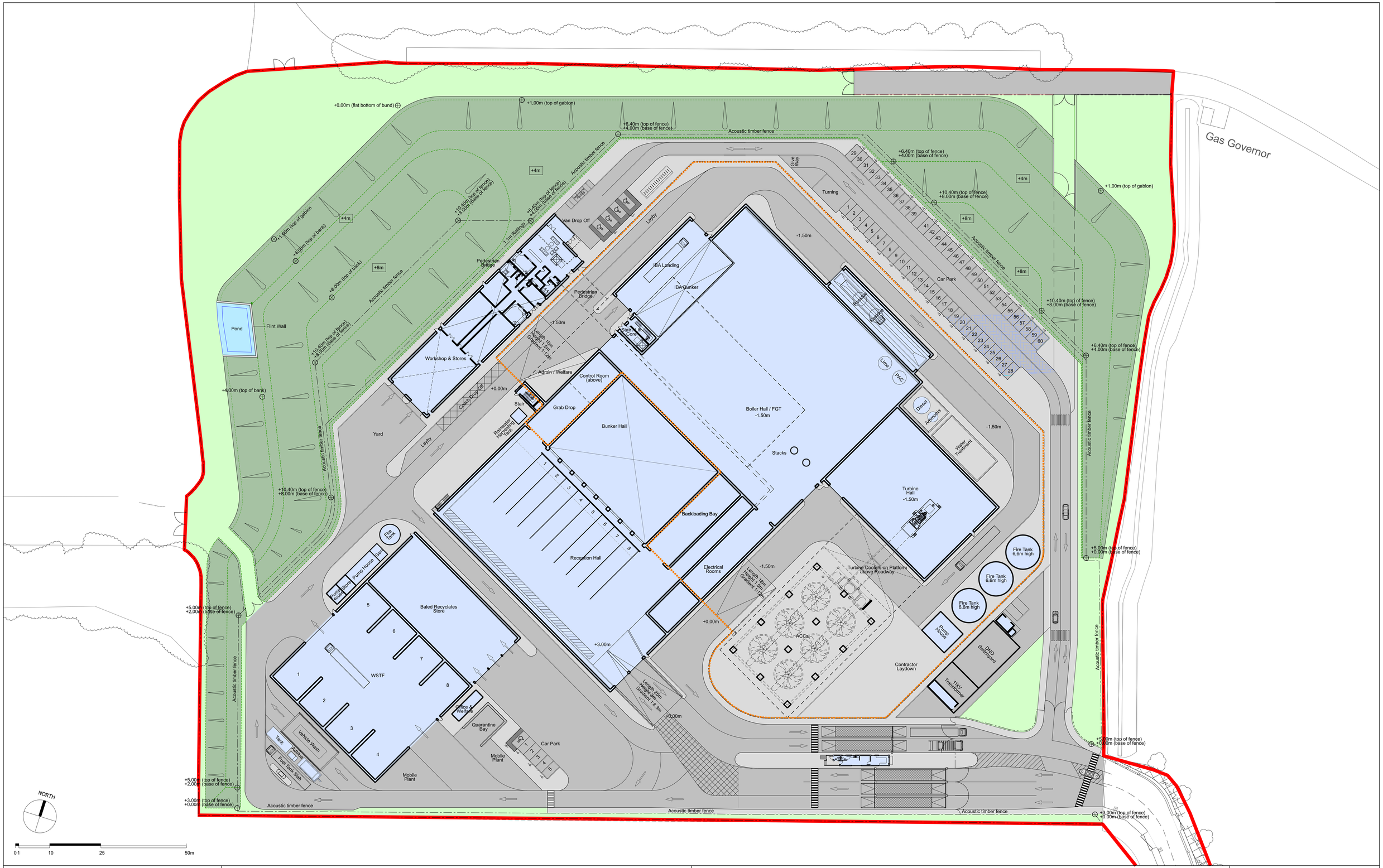

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Key

- Planning Application Boundary
- -1.5m Lowered Area
- Extent of bunding
- Fencing Line
- Pastel Blue Block Paving Symbolising Path of Old Canal
- Indicative Landscaping

NOTE: For detailed landscaping and planting proposals please refer to drawing 2829-01-001 Rev E
For detailed hard landscaping proposals please refer to drawing 2829-01-004 Rev A

PROJECT: FORD CIRCULAR TECHNOLOGY PARK

DRAWING: Proposed Site Layout

FOR PLANNING		-	21/03/16	Issued for planning	
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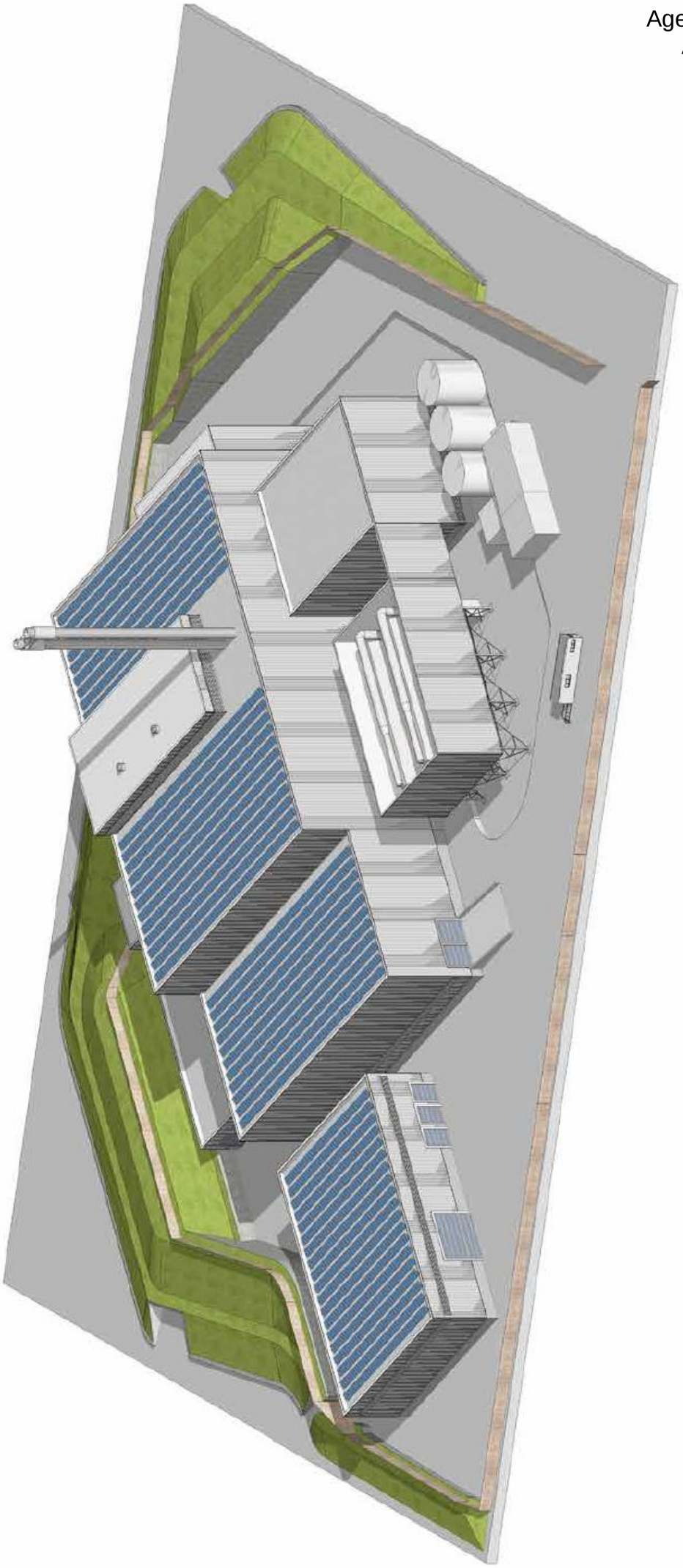

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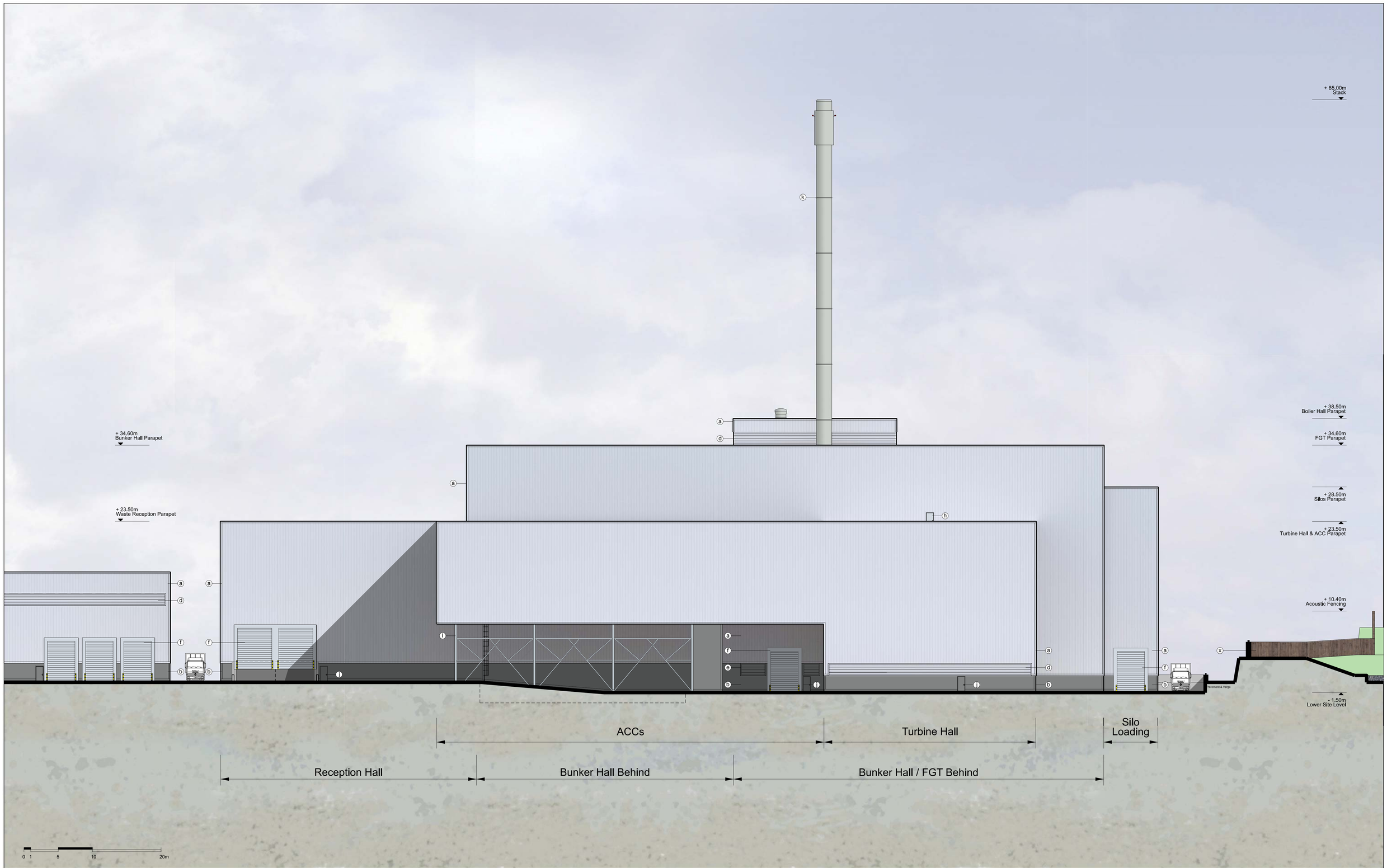

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LEGEND

- (a) Kalzip AluPlusPatina standing seam aluminium cladding and flashing Finish: Natural aluminium mill finish, standard
- (b) Metal trapezoidal wall cladding / flashing Colour: Pure Grey (RAL 000 55 00)
- (c) Metal trapezoidal profile roof cladding Colour: Albatross (RAL 240 80 05)
- (d) PPC aluminium louvres with integrated access door, Colour / Finish:Seren Silver
- (e) PPC aluminium louvres, Colour / Finish: Pure Grey (RAL 000 55 00)
- (f) Metal roller shutter doors Colour / Finish: Seren Silver
- (g) Metal roller shutter doors Colour / Finish: Pure Grey (RAL 000 55 00)
- (h) PPC metal personnel doors Colour: Seren Silver
- (j) PPC metal personnel doors Colour: Pure Grey (RAL 000 55 00)
- (k) PPC metal stack casing, metal ducting, tanks and silos Colour: Oyster (RAL 7035)
- (l) PPC metal stack casing, metal ducting, tanks and silos Colour: Albatross (RAL 240 80 05)
- (m) PPC aluminium framed curtain walling, glazing and personnel doors Colour: Anthracite (RAL 7016)
- (n) Curtain walling glass spandrel panels Colour: Alaska Grey (RAL 7000)
- (p) Knapped Flint Wall
- (q) In situ / pre fab concrete plinths, / bunds / retaining walls etc
- (r) Engineering brick plinth Colour: Staffordshire Slate Blue Smooth (from Ibstock)
- (s) Flat roofing - Single ply membrane system. Colour: Lead Grey
- (t) Glass entrance canopy and bike shelter canopy
- (u) Galvanised steel
- (v) Bespoke PPC flat metal cladding panels and feature railings Colour: Anthracite (RAL 7016)
- (w) Metal paladin security fencing Colour: Anthracite (RAL 7016)
- (x) Timber acoustic fence with concrete posts
- (y) Gabion walls
- (z) Polycarbonate wall and roof panels Colour: Clear

Note: All materials, finishes and colours will be as stated or similar approved.

PROJECT: FORD CIRCULAR TECHNOLOGY PARK

DRAWING: ERF East Elevation

FOR PLANNING

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1:250@A1	21/03/16
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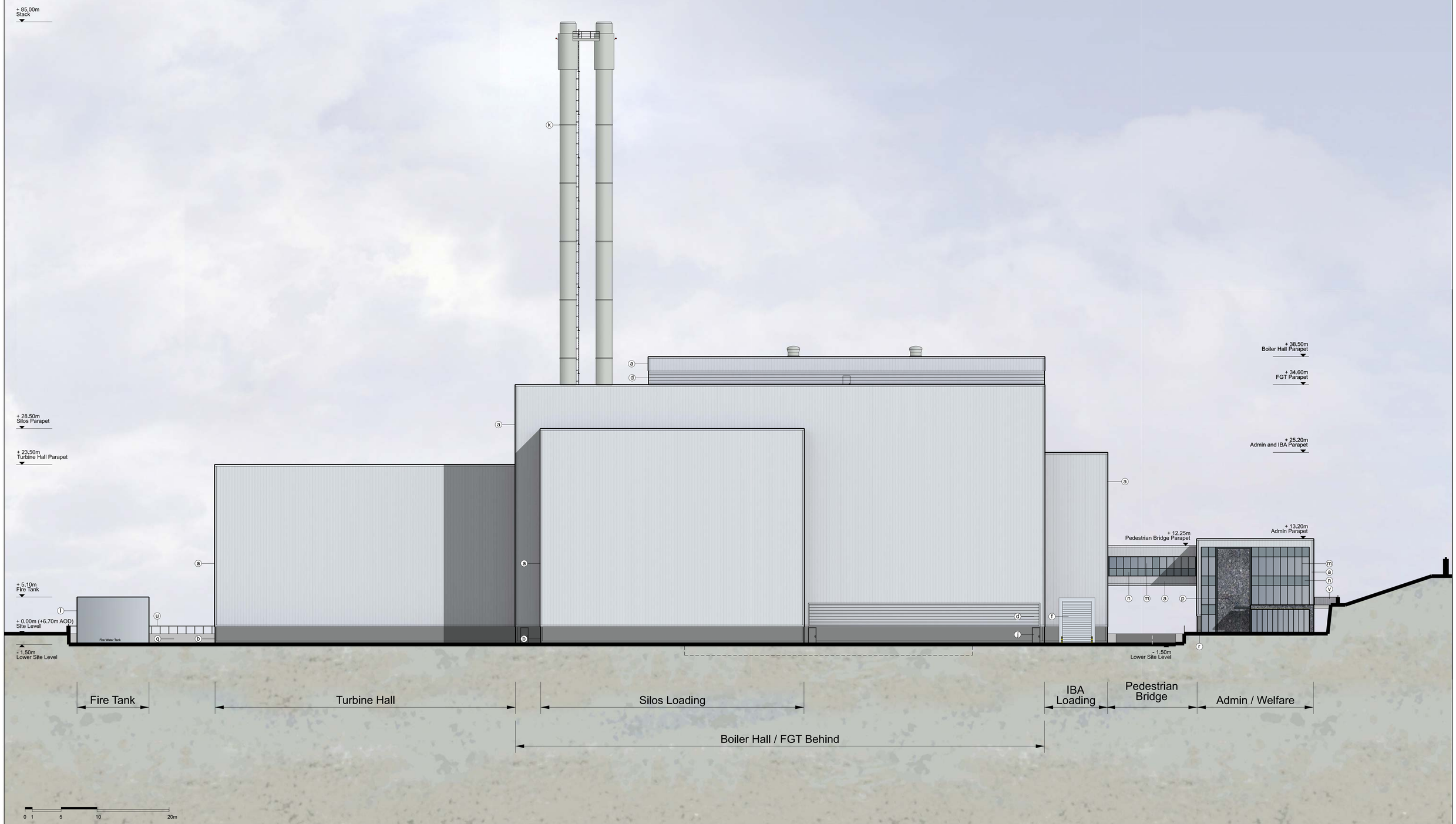

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- (w) Metal paladin security fencing Colour: Anthracite (RAL 7016)
- (x) Timber acoustic fence with concrete posts
- (y) Gabion walls
- (z) Polycarbonate wall and roof panels Colour: Clear

Note: All materials, finishes and colours will be as stated or similar approved.

PROJECT	FORD CIRCULAR TECHNOLOGY PARK										
DRAWING	ERF North Elevation										
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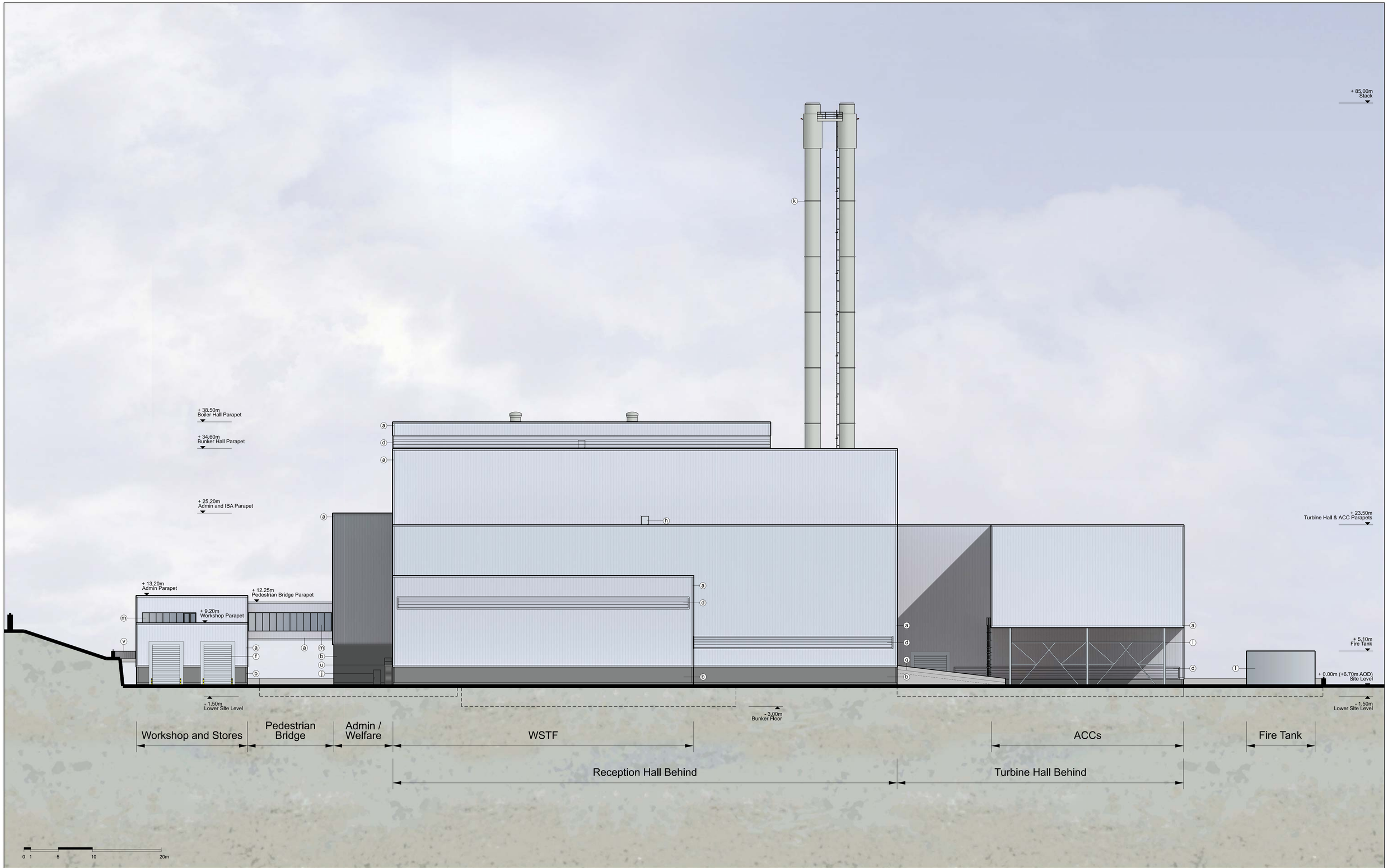

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- (x) Timber acoustic fence with concrete posts
- (y) Gabion walls
- (z) Polycarbonate wall and roof panels Colour: Clear

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PROJECT: FORD CIRCULAR TECHNOLOGY PARK

DRAWING: ERF South Elevation

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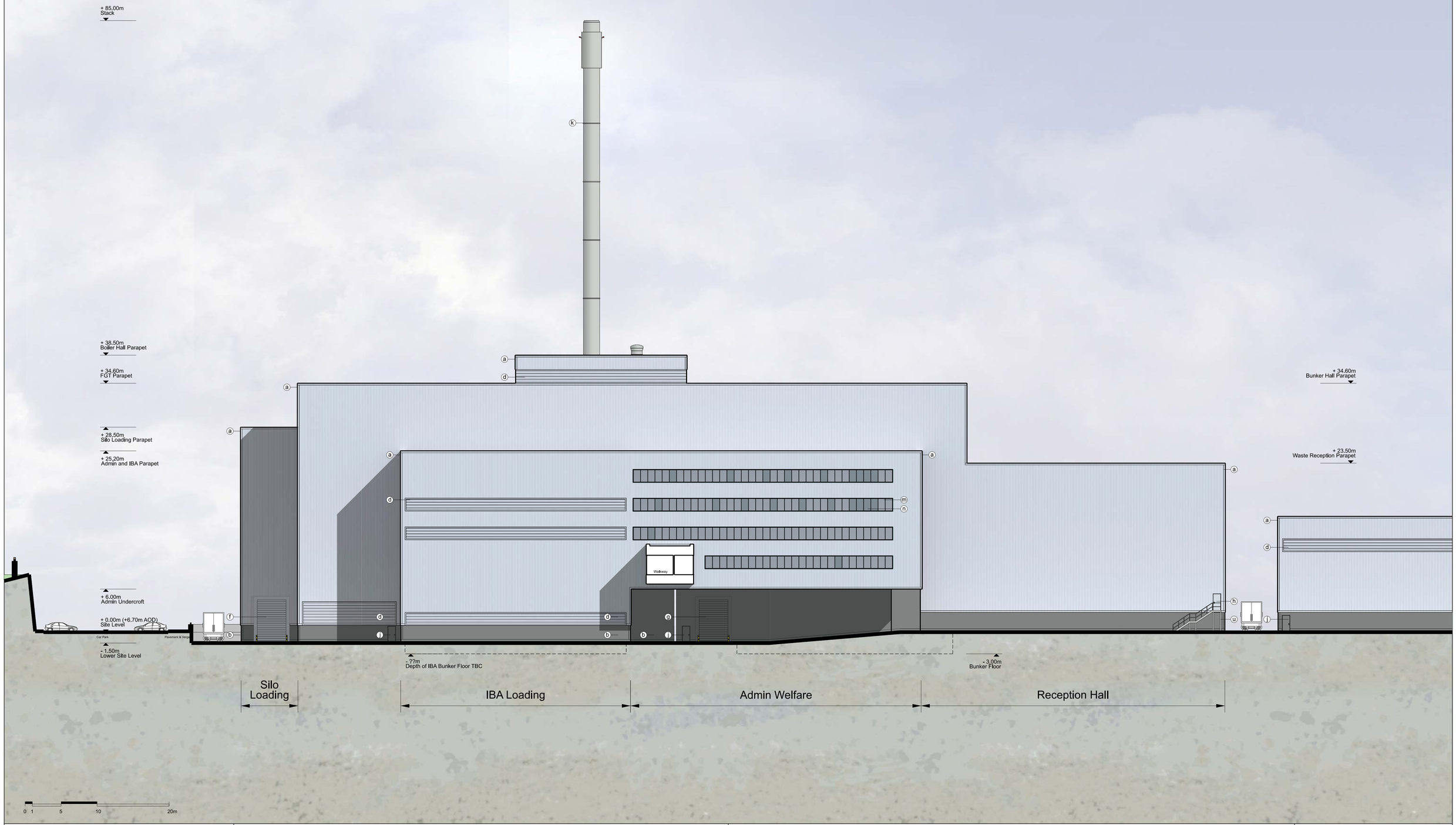

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PROJECT: FORD CIRCULAR TECHNOLOGY PARK

DRAWING: ERF West Elevation

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1:250@A1 SCALE	20/03/-- DATE										
1404 PL303 DWG. NO.	- REVISION										

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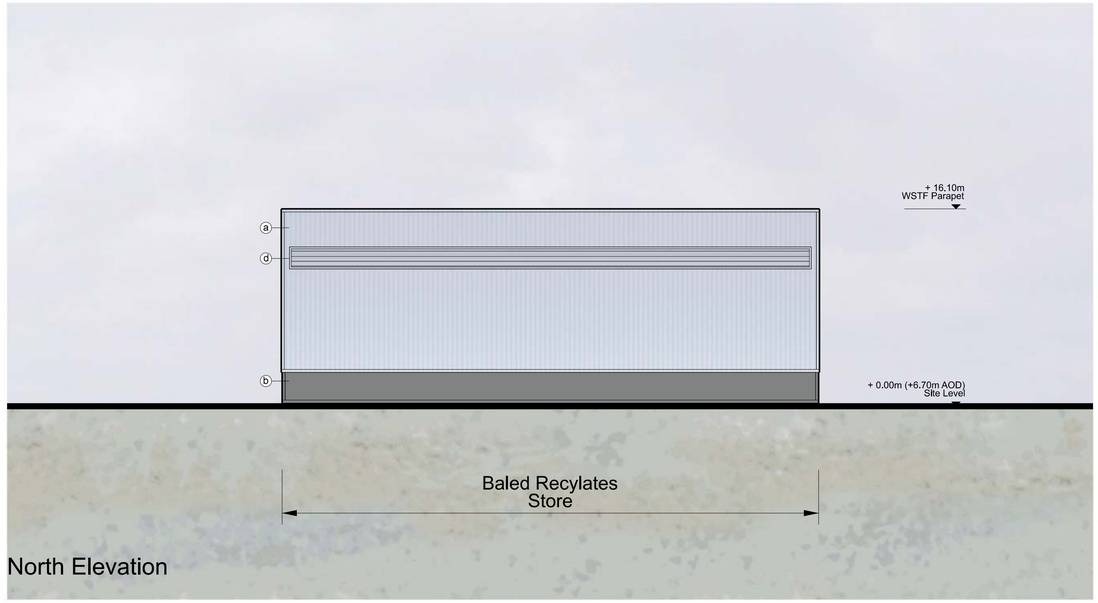
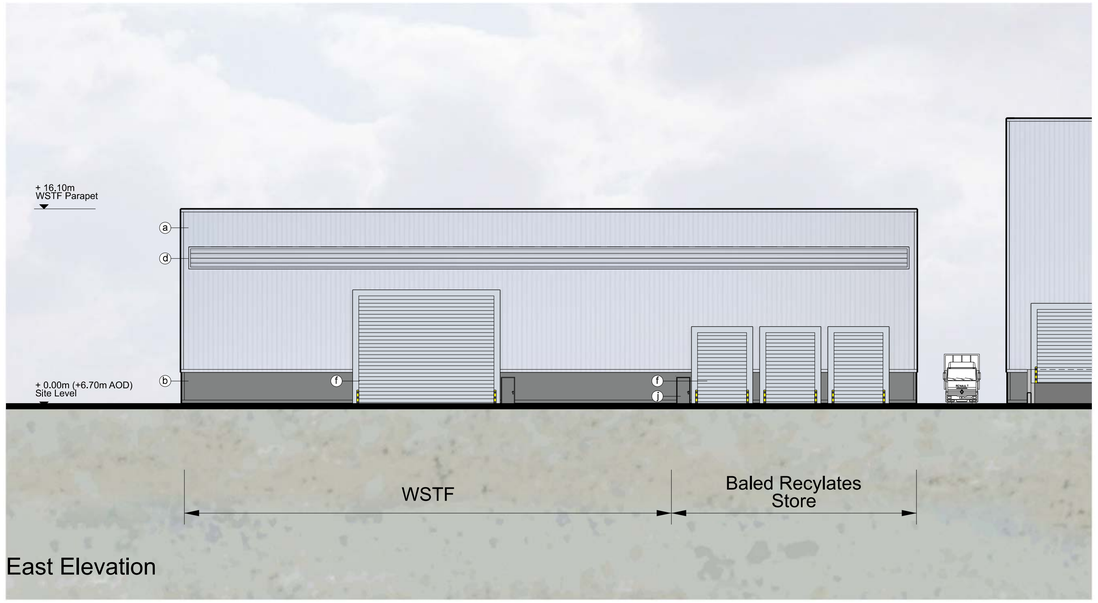
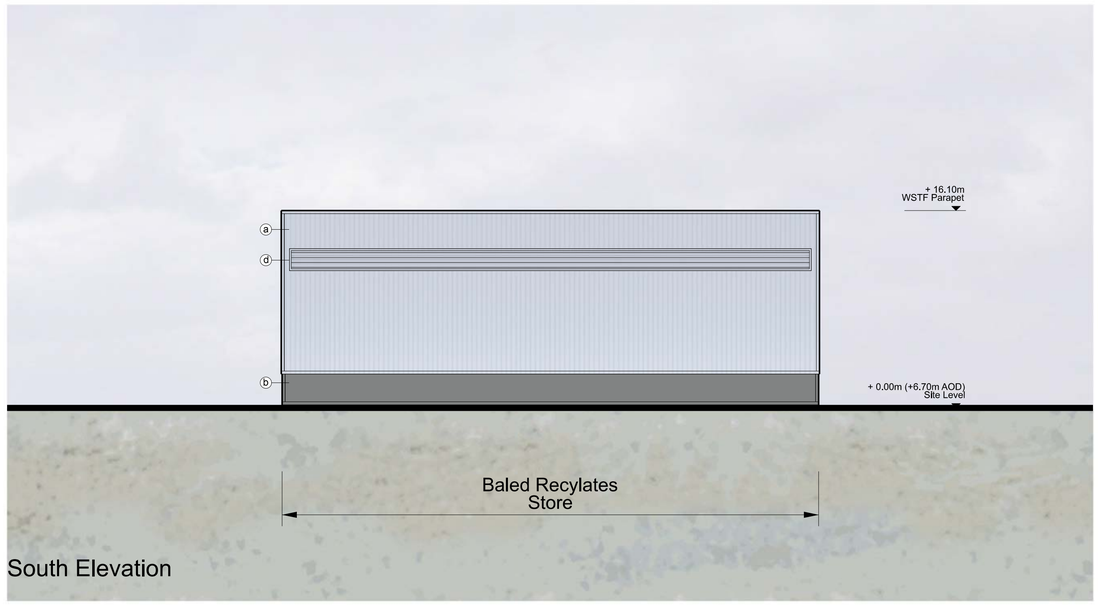


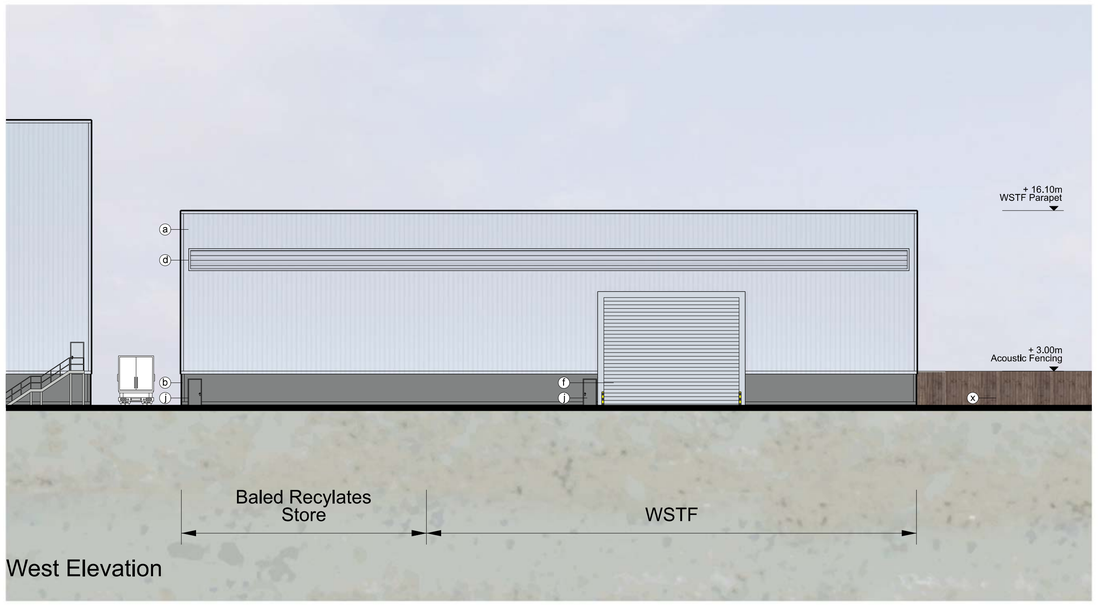
North Elevation



East Elevation



South Elevation



West Elevation

0 1 5 10 20m

NOTE

1. THIS DRAWING IS COPYRIGHT GSDA LTD.
2. THE CONTRACTOR MUST NOT SCALE FROM THE DRAWING ALL DIMENSIONS TO BE TAKEN FROM DIMENSION STRINGS.
3. WHERE ANY DISCREPANCIES ARE FOUND BETWEEN DIMENSIONS THESE MUST BE BROUGHT TO THE ATTENTION OF THE ARCHITECTS FOR RESOLUTION.
4. WHERE DISCREPANCIES EXIST BETWEEN REFERENCE OR ASSEMBLY DRAWINGS & DETAIL DRAWINGS, THE LATTER TAKE PREFERENCE.

LEGEND

- (a) Kalzip AluPlusPatina standing seam aluminium cladding and flashing Finish: Natural aluminium mill finish, standard
- (b) Metal trapezoidal wall cladding / flashing Colour: Pure Grey (RAL 000 55 00)
- (c) Metal trapezoidal profile roof cladding Colour: Albatross (RAL 240 80 05)
- (d) PPC aluminium louvres with integrated access door, Colour / Finish:Seren Silver
- (e) PPC aluminium louvres, Colour / Finish: Pure Grey (RAL 000 55 00)
- (f) Metal roller shutter doors Colour / Finish: Seren Silver
- (g) Metal roller shutter doors Colour / Finish: Pure Grey (RAL 000 55 00)
- (h) PPC metal personnel doors Colour: Seren Silver
- (j) PPC metal personnel doors Colour: Pure Grey (RAL 000 55 00)
- (k) PPC metal stack casing, metal ducting, tanks and silos Colour: Oyster (RAL 7035)
- (l) PPC metal stack casing, metal ducting, tanks and silos Colour: Albatross (RAL 240 80 05)
- (m) PPC aluminium framed curtain walling, glazing and personnel doors Colour: Anthracite (RAL 7016)
- (n) Curtain walling glass spandrel panels Colour: Alaska Grey (RAL 7000)
- (p) Knapped Flint Wall
- (q) In situ / pre fab concrete plinths, / bunds / retaining walls etc
- (r) Engineering brick plinth Colour: Staffordshire Slate Blue Smooth (from Ibstock)
- (s) Flat roofing - Single ply membrane system. Colour: Lead Grey
- (t) Glass entrance canopy and bike shelter canopy
- (u) Galvanised steel
- (v) Bespoke PPC flat metal cladding panels and feature railings Colour: Anthracite (RAL 7016)
- (w) Metal paladin security fencing Colour: Anthracite (RAL 7016)
- (x) Timber acoustic fence with concrete posts
- (y) Gabion walls
- (z) Polycarbonate wall and roof panels Colour: Clear

Note: All materials, finishes and colours will be as stated or similar approved.

PROJECT: FORD CIRCULAR TECHNOLOGY PARK

DRAWING: WSTF Elevations

FOR PLANNING		-	21/03/16	Issued for planning		
1:250@A1 SCALE	21/03/16 DATE					
1404 PL305 DWG. NO.	- REVISION					

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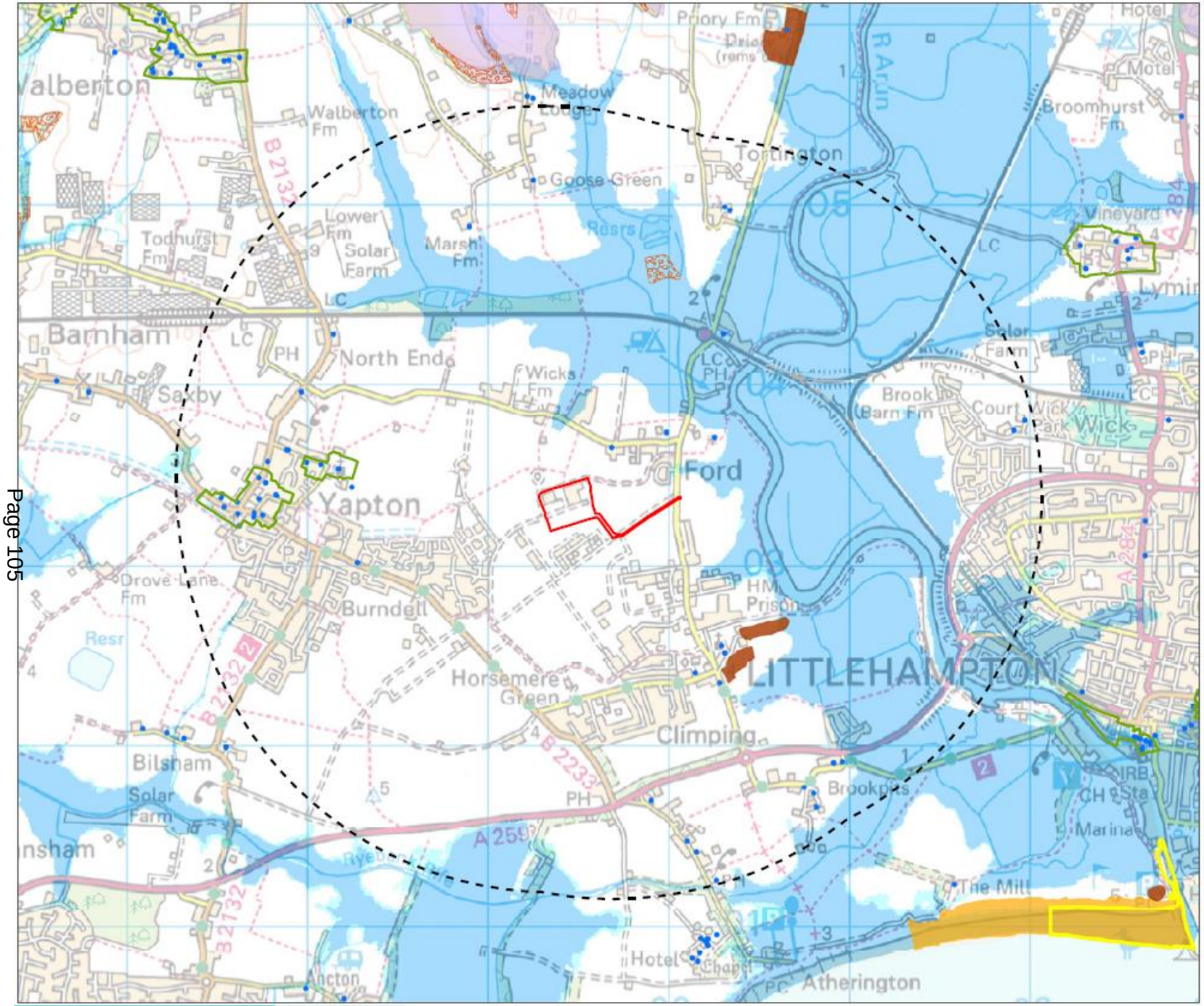

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Figure NTS.4
Key designations within 2km of the site

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FIGURE 28: ANNOTATED MASTERPLAN
Figure 28 and the following pages demonstrate how the proposal will comply with the requirements of the Ford Neighbourhood Plan and Arun Local Plan.
Local Equipped Area for Play (LEAP)
Care home to assist with meeting the needs of the elderly
Potential access to future Secondary School
Connectivity with Yapton via foot and cycle
Visual separation between Ford and Yapton
Arun Way: walking and cycle route reflecting the historic alignment of the former canal
Neighbourhood Equipped Area for Play (NEAP)
Community hub incorporating retail, commercial and community facilities
Two-form entry primary school and nursery
Sensitive relationship with the existing war memorial
Up to 1,500 new homes, including 30% affordable housing
Potential for equestrian routes crossing the south of the site
Connectivity with Climping via foot and cycle
Local Equipped Area for Play (LEAP)
Visual separation between Ford and Climping
Runway Park
Residential development set back from the waste water treatment works and subject to further studies we have taken the precautionary approach to propose development outside of the 1.5 OdU contour line
Local Equipped Area for Play (LEAP)
Ongoing operation of Ford market
Arun Sports, including Private Pitches
Proposed relocation of Ford Market Car Park
Potential Employment / Commercial / a use agreed by ADC
Up to 9,000 sqm of employment floorspace
Two New Sports Pitches
Landings Green
Potential for equestrian routes linking Yapton to the River Arun and Ford Lane
Connectivity with Ford and Ford Railway Station via foot and cycle
River Arun
Buffer planting
50 - THE LANDINGS - MASTERPLAN DOCUMENT
MASTERPLAN DOCUMENT - THE LANDINGS - 51

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Visualisation from Public Footpath 200_3 east of site (near Rodney Crescent - looking west)

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Visualisation from Ford Lane (looking south)

Viewpoint 26 from Ford Lane looking south toward site
Visualisation type 4*, To be viewed at a comfortable arm's length and printed at A1
* Refer to Technical Appendix H for visualisation details

Figure 12.72
Visualisation view 26 Ford Lane north of site

FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK | ENVIRONMENTAL STATEMENT

Visualisation from east end of Rollaston Park (looking east)

Viewpoint 15 from Rollaston Park looking east toward site
Visualisation type 4*, To be viewed at a comfortable arm's length and printed at A1
* Refer to Technical Appendix H for visualisation details

Figure 12.63
Visualisation view 15 Ford Airfield

FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK | ENVIRONMENTAL STATEMENT

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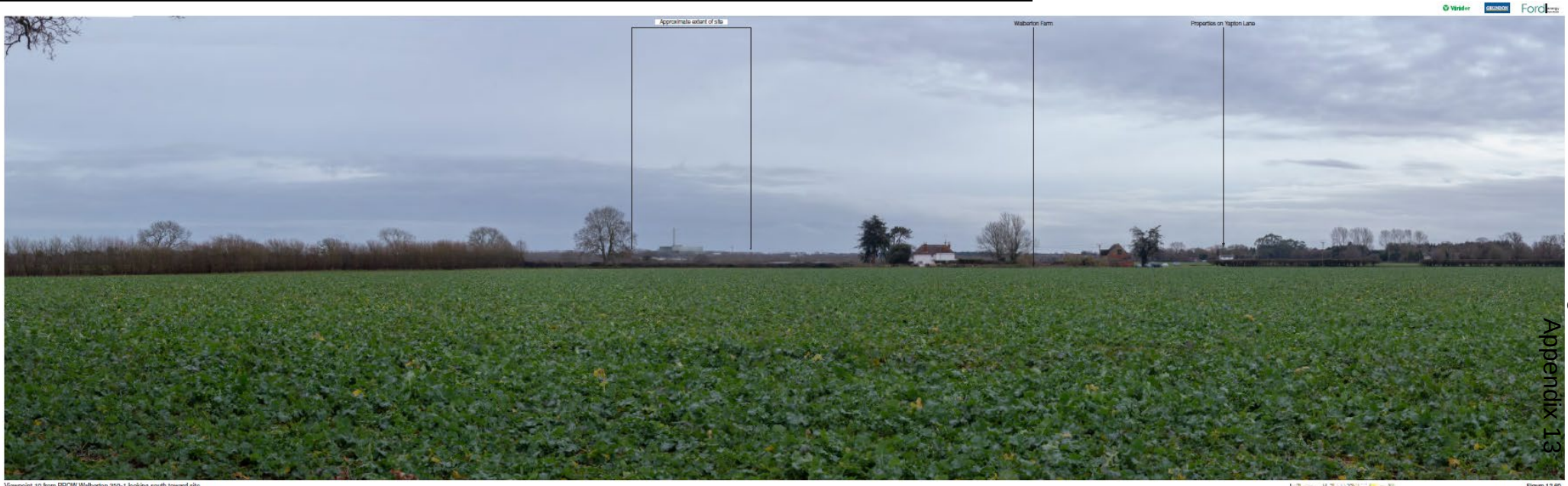
Visualisation from west of Littlehampton (looking west)

Viewpoint 32 from POS on west side of Littlehampton looking west toward site (continued)
Visualisation type 4*. To be viewed at a comfortable arm's length and printed at A1
* Refer to Technical Appendix H for visualisation details

Figure 12.77 (continued)
Visualisation view 32 POS west of Littlehampton

FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK | ENVIRONMENTAL STATEMENT

Visualisation from Public Footpath 350 east of Walberton (looking south)



Viewpoint 10 from PROW Walberton 350-1 looking south toward site
Visualisation type 4*. To be viewed at a comfortable arm's length and printed at A1
* Refer to Technical Appendix H for visualisation details

Figure 12.60
Visualisation view 10 PROW east of Walberton

FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK | ENVIRONMENTAL STATEMENT

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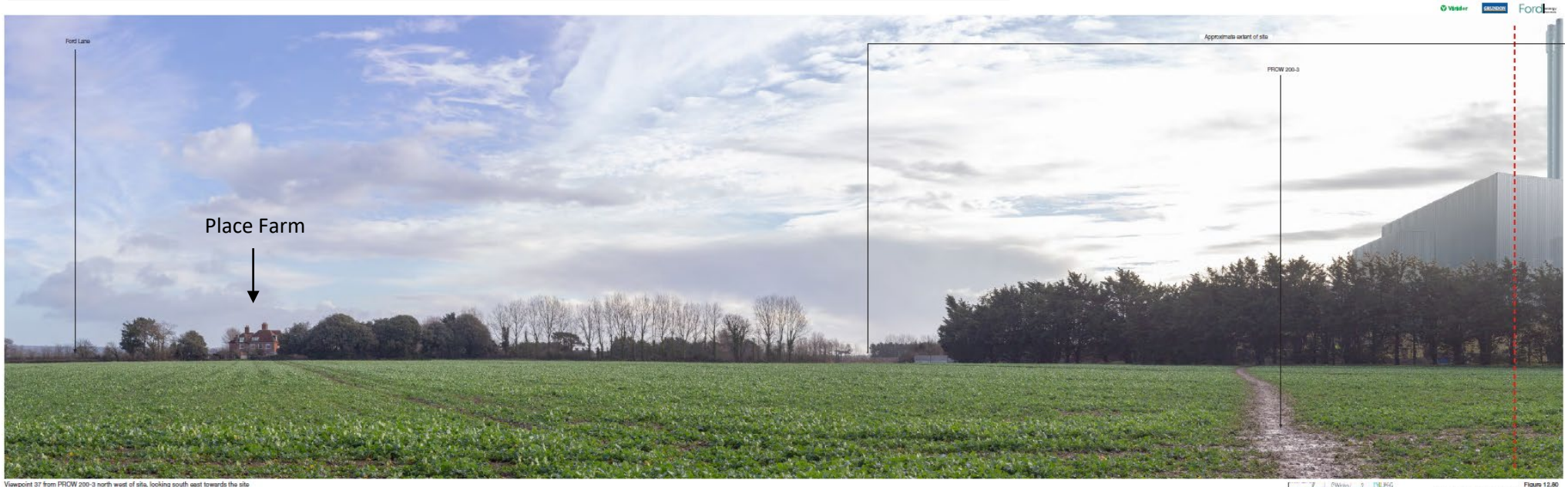
Visualisation from Public Footpath 200_3 north of site (looking south)



Viewpoint 37 from PROW 200-3 north west of site, looking south east towards the site
Visualisation type 4*. To be viewed at a comfortable arm's length and printed at A1
* Refer to Technical Appendix H for visualisation details

Figure 12.80
Visualisation view 37 PROW north west of site

FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK | ENVIRONMENTAL STATEMENT

Viewpoint 37 from PROW 200-3 north west of site, looking south east towards the site (continued)
Visualisation type 4*. To be viewed at a comfortable arm's length and printed at A1
* Refer to Technical Appendix H for visualisation details

Figure 12.80 (continued)
Visualisation view 37 PROW north west of site

FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK | ENVIRONMENTAL STATEMENT

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Visualisation from Public Footpath 359 north of Yapton (looking east)

Visualisation from Public Footpath 206 on west bank of River Arun (looking west)

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Visualisation from Public Footpath 3067 north of site (in South Downs National Park – Looking south)

Visualisation from the keep of Arundel Castle (looking south)

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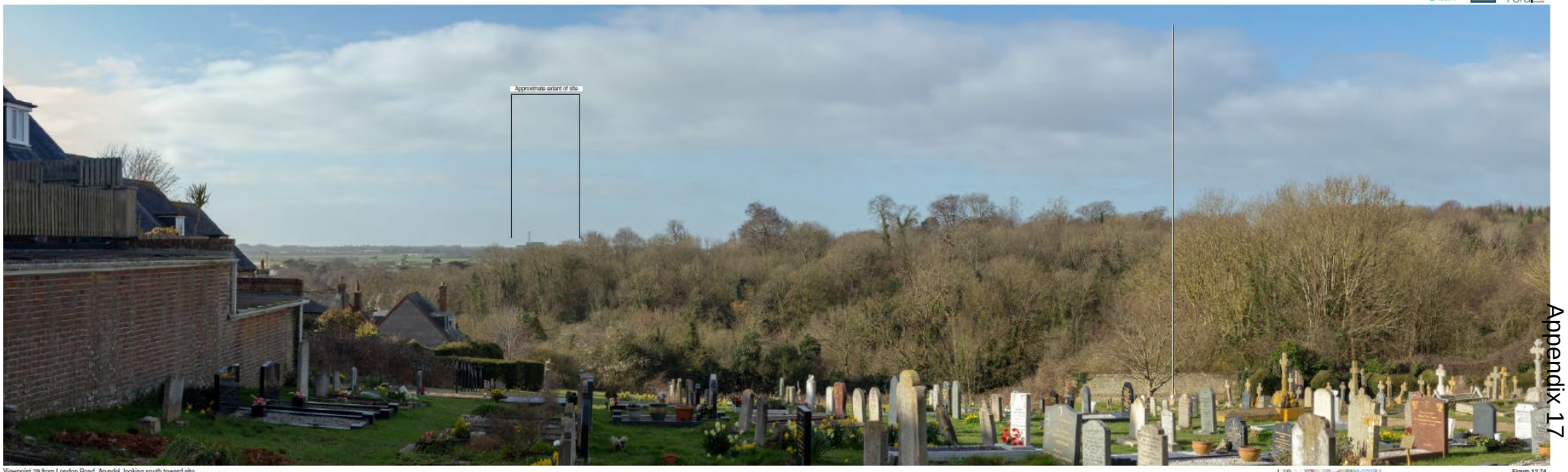
Visualisation from car park at St. Andrews Church, Ford (looking west)

Viewpoint 23 from car park of St Andrew's Church, Ford looking west toward site
Visualisation type 4*. To be viewed at a comfortable arm's length and printed at A1
* Refer to Technical Appendix H for visualisation details

FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK | ENVIRONMENTAL STATEMENT

Figure 12.70
Visualisation view 23 St Andrew's Church, Ford

Visualisation from cemetery south of London Road, Arundel (within Conservation Area – looking south)



Viewpoint 29 from London Road, Arundel, looking south toward site
Visualisation type 4*. To be viewed at a comfortable arm's length and printed at A1
* Refer to Technical Appendix H for visualisation details

FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK | ENVIRONMENTAL STATEMENT

Figure 12.74
Visualisation view 29 Arundel

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Visualisation from Public Footpath 2207 north of Lyminster (looking west)

Viewpoint 12 from PROW Lyminster and Crossbush 2207-1 looking west toward site
Visualisation type 4*. To be viewed at a comfortable arm's length and printed at A1
* Refer to Technical Appendix H for visualisation details

FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK | ENVIRONMENTAL STATEMENT

Figure 12.61 (continued)
Visualisation view 12 Lyminster

Visualisation from Public Footpath 361 west of Tortington (looking south)

Viewpoint 28 from PROW Arundel 361-2 looking south toward site
Visualisation type 4*. To be viewed at a comfortable arm's length and printed at A1
* Refer to Technical Appendix H for visualisation details

FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK | ENVIRONMENTAL STATEMENT

Figure 12.73
Visualisation view 28 Tortington

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