

Planning Statement

Development of a Concrete Batching Plant, with parking
and welfare facilities

Part of Former Runway, Land to West of
Lorry Park, Burndell Road, Climping

Prepared by



Integrated Skills

For

K.R.M Concrete Limited

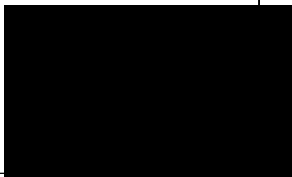
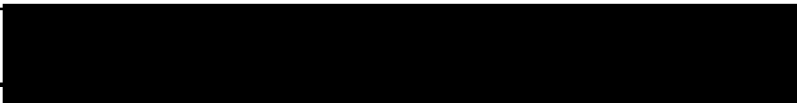
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1. INTRODUCTION

- 1.1 This document provides supplementary information to support a planning application submitted on behalf of KRM Concrete Limited (KRM) to develop a concrete batching plant on part of the former runway at Ford Aerodrome.
- 1.2 The development comprises the provision of cement storage silos, feed conveyors, a concrete batching unit, water storage container, site welfare and parking.

The Applicant

- 1.3 KRM¹ Concrete Ltd is a subsidiary of Kendall Bros (Portsmouth) Limited. Kendall Bros (Portsmouth) Limited is a long established family owned business. The company was registered in 1950.
- 1.4 The company specialise in the supply of marine dredged aggregates and the supply of ready mix concrete. They currently operate marine aggregate wharves at Portsmouth (Kendalls Wharf) and Shoreham-by-Sea (New Wharf). They import limestone aggregate by rail into a railhead at Fareham. The also operate ready mixed concrete plants in Portsmouth, Shoreham, Romsey, Alton and Newbury.
- 1.5 The application site is ideally located to support the applicant's business along the south coast, specifically serving construction proposals in and around Arun District.
- 1.6 The products are designed, manufactured and tested to fully comply with British Standard BS 8500 and the requirements of the British Standard Institute (BSI).

¹ Kendall Ready Mix



2. THE SITE

Location

- 2.1 The application area is centred on NGR SU986 023. It is located within the disused Ford Aerodrome, on the south western section of the former runway.

Access / Exit

- 2.2 Access to the application site is achieved via Yapton Road. This joins the A259 to the south.

Description

- 2.3 The application site is located within the former Ford Aerodrome. The site is on the former runway which runs in a south west to north east orientation. From the south western end, the runway curves around to the north, before returning to Yapton Road.
- 2.4 The site is concreted. The application area is 1.3ha, of which 2,950m² is the proposed operational yard. The remaining land is the access road.
- 2.5 The site, whilst within an agricultural holding, is considered to be previously developed land.

Site Setting

- 2.6 The former aerodrome is located adjacent to Burndell and approximately 2km west of Littlehampton.
- 2.7 The north eastern part of the aerodrome has been redeveloped to include a number of different occupants, including, Ford Prison, Rudfield Industrial Estate, Waste Water Treatment Works and other smaller business units. The main runway is used by Ford Market and Carboot.
- 2.8 Within the section that is the subject of this application, Ford Rifle Ranges occupy the land nearest to Yapton Road. TJ Waste Management have developed land off the north section of the former taxi way. Planning permission was granted for land immediately to the north of the application site for lorry parking.
- 2.9 To the immediate south, the landowner has constructed an agricultural barn.
- 2.10 The site and surrounding land is agricultural.
- 2.11 Significant tree planting has been carried out in the adjoining fields to delineate field boundaries.

Planning History

- 2.12 The application site does not appear to have any planning history. It lies on the former runway of Ford Aerodrome.
- 2.13 The land to the east of the application site is used as a lorry park. East of the lorry park, is Ford Rifle Ranges. Planning permission for the ranges was granted in 2006



(CM/18/06) and included the use of the ranges, erection of grassed earth bunds for safety.

- 2.14 The lorry park was granted permission on appeal in November 2007 (Ref APP/C3810/C/07/2040115). This was time limited for 5 years. Planning permission was granted on the 18th October 2012 to continue the use (CM/12/12). The consent is conditioned that should the business operations of KT Services cease at the site, the use shall cease and the land returned to its former condition.
- 2.15 The agricultural barn was constructed following the council's approval on 9 September 2014 (CM/25/14/AG). The construction is 30m x 15m, and is 8m to the eaves. The pitch is 10m. The building is clad in green polyester profile cladding, with one set of roller shutter doors on the southern elevation.

Current Use

- 2.16 The site is currently vacant in terms of any built development. However it is currently used for HGV driving lessons. This use has been carried out for at least 10 years. Various driving instructors use the land for training HGV drivers.

Proposed Use

- 2.17 It is proposed to operate a concrete batching facility at the site.
- 2.18 The batching plant will mix aggregates, sand, cement and water in different ratios to produce different grades of concrete. The products are designed, manufactured and tested to comply with British Standard BS8500.
- 2.19 Cement will be stored in two silos and the mixing will take place in a dedicated mixing unit. The mixing process is automated. The company operate a fleet of mixer trucks which will be loaded directly from the batching plant. The mixing continues in the vehicle once it has left the site.
- 2.20 Storage bays will be provided for aggregates. A water tank will also be provided.
- 2.21 The company is a significant supplier of aggregates and building materials to the construction industry in West Sussex and surrounding regions.
- 2.22 Locally, the applicant has existing concrete batching sites in Portsmouth and Shoreham. In order to meet their customer needs in and around Littlehampton and Bognor, the applicant started to look for premises within Arun District. Figure 1, shows the existing operational locations.
- 2.23 With reference to Figure 1, it can be seen that there is a need for an intermediate site within Arun to serve the planned growth in the district. With reference to the council's website, there are currently no permitted concrete batching plants in Arun. This is considered further in Chapter 6.



3. ENVIRONMENTAL SETTING

Geology

- 3.1 With reference to BGS map 317, the underlying geology is Aeolian Deposits (Brickearth).

Hydrogeology

- 3.2 With reference to the Environment Agency website, the underlying superficial deposits are designated as a secondary A Aquifer.
- 3.3 The Bedrock Geology is a Principal Aquifer.
- 3.4 There are no Groundwater Source Protection Zones within the vicinity of the site.

Hydrology

- 3.5 There are agricultural drains in the adjoining fields.
- 3.6 Ryebank Rife is approximately 1km south of the site, which is a tributary of the River Arun. The River Arun is approximately 2km east of the site.
- 3.7 The site is located within Flood Zone 1, which has the lowest probability of flooding.

Ecology

- 3.8 With reference to the MAGIC database, there are no statutory designations within 2.5km of the site. The search included Sites of Special Scientific Interest (SSSI), Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites.
- 3.9 There are no National Nature Reserves or Local Nature Reserves within the vicinity of the site.
- 3.10 There is a small woodland to the south west of the site which is a priority habitat for deciduous woodland.

Cultural Heritage

- 3.11 There are no Scheduled Monuments within 1.5km of the site.
- 3.12 The nearest Listed Building is approximately 720m north west of the site. This is a Grade II Listed Building (19m Burndell Road).

Green Belt

- 3.13 The site is not located within the Green Belt.

Public Rights of Way

- 3.14 There are a number Public Rights of Way in the surrounding area. The closest path is 340m west of the site, which links Grevatt's Lane to Bilsham Road.



Air Quality

- 3.15 There are no Air Quality Management Areas (AQMA) designated with the district.



4. PROPOSED DEVELOPMENT

- 4.1 The proposed development is for a concrete batching facility. This will include the provision of storage silos, a mixer plant, batching plant and aggregate storage bays.
- 4.2 The operation of a concrete batching facility incorporates the following activities:
- ¿ The importation and storage of raw materials (aggregates, sand, cement and water).
 - ¿ The mixing of aggregates, sand, cement and water in defined quantities to produce concrete. This will take place in a dedicated processing plant.
- 4.3 The process is likely to produce in the region of 40,000m³ of concrete per year. This would equate to approximately 140m³ per day, which will require 280 tonnes of aggregate and 42 tonnes of cement.

Plant

- 4.4 The plant is formed from a number of components which include:
- ¿ Two Cement Silos - each at 13.8m high and 3m diameter
 - ¿ Aggregate Hopper/Storage Units - the storage units may be 6m in height.
 - ¿ Batching Unit - approximately 11m high.
 - ¿ Water Storage Unit
- 4.5 The site layout is shown on Drawing NO. 8975/200.
- 4.6 There will be a loading shovel for moving aggregates.

Hours of Operation

- 4.7 The proposed operational hours will be:
- | | |
|------------------|-------------|
| Monday to Friday | 0700 - 1800 |
| Saturday | 0700 - 1300 |
- No operations on Sunday or Public Holidays.
- 4.8 It is noted that the lorry park consent does not set any hours of operation. The rifle range is permitted between the hours of 9am and 10pm daily.

Access

- 4.9 Access to the site would be via the northern entrance into the former Airfield. Vehicles would continue along the road before turning on to what was the former runway. A one-way system will be set up within the site. This is to ensure safe access to and from the agricultural barn and also the existing yards to the north of the application site.



- 4.10 In terms of vehicle movement to supply the raw materials will require approximately 12 loads per day, which equates to 24 movements. This is based on the following:
- ¿ Cement 2 loads per day (4 movements)
 - ¿ Aggregates 10 loads per day (20 movements)
- 4.11 The concrete will leave the site in mixer lorries which can carry 6m³ of concrete. Up to 26 loads of ready mix concrete will leave the site per day, which equates to 52 movements per day.
- 4.12 The maximum number of HGV movements per day could be 76. This would be made up of the following type of vehicles:
- ¿ Aggregate Delivery - articulated lorry
 - ¿ Cement Delivery - articulated lorry
- 4.13 In addition, staff vehicles would generate 12 daily movements, (6 in and 6 out).
- 4.14 In terms of the delivery vehicles, these are similar to agricultural delivery vehicles that already use this access. Also, the site is currently used for articulated lorry driver training and therefore there is an established presence of such vehicles.
- 4.15 A Transport Assessment has been prepared as a separate report.
- Employment
- 4.16 The operation at this site will create six new jobs. This will include 4 drivers and 2 site based staff.



5. PLANNING POLICY

The National Planning Policy Framework

- 5.1 National Planning Policy is provided in the National Planning Policy Framework (NPPF). It states 'Development that is sustainable should go ahead, without delay - a presumption in favour of sustainable development that is the basis for every plan, and every decision.'
- 5.2 In delivering sustainable development there are three dimensions to consider; economic, social and environmental. All three contribute to the provision of sustainable development.
- 5.3 The NPPF states that the economic role contributes 'to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.'
- 5.4 The NPPF states that minerals are essential to support sustainable economic growth. It also requires local planning authorities to safeguard existing, planned and potential sites for concrete batching.

Development Plan

- 5.5 At this stage it is useful to set out the relationship between West Sussex County Council as the Mineral Planning Authority and Arun District Council. WSCC's emerging Minerals Plan refers to concrete batching at mineral sites, but sets out that applications for secondary processing, independent of extraction and not sited on or adjacent to mineral extraction sites, may be subject to the district or borough development management regime. In this case, the application is independent of extraction and therefore is a district planning matter.
- 5.6 The Development Plan comprises: -
- Saved policies of the Arun District Local Plan 2003, adopted 17 April 2003.
- 5.7 An Examination in Public of the emerging plan² was held in September 2017. This plan is therefore quite advanced and is considered to carry weight in the determination of planning applications.
- 5.8 The objectives of the District Plan is to deliver regeneration and sustainable development, in the form of providing housing, employment, improved public transport links and associated facilities to create sustainable communities. Its aim is to :

Provide 580 homes every year (from 2011-2031)

² Arun Local Plan 2011 - 2031 Publication Version October 2014



Provide 81.35ha of new Employment Land

Major Road improvement Schemes, including works to the A259, A284, A29

Provide of the necessary infrastructure to support the new development

- 5.9 All these schemes will be significant construction projects, which will require building materials. In terms of potential new land use conflicts, the application site is not safeguarded for any identified development opportunities, but its position will support the planned growth agenda within the district.

Development Outside the Built Up Area

- 5.10 By definition, the application site is located within the countryside. Emerging policy C SP1 relates to development outside the defined built-up areas and supports development that is:
- a. For the operational needs of agriculture, horticulture, forestry, the extraction of minerals or the management of waste; or
 - b. For quiet, informal recreation; or
 - c. For green infrastructure; or
 - d. For the diversification of the rural economy; or
 - e. For road and/or cycle schemes; or
 - f. In accordance with other policies in the Plan which refer to a specific use of type of development
- 5.11 Development is directed towards the built up area, or strategic, site specific and broad allocations. In relation to employment, draft policy EMP SP1 promotes the sustainable growth of the District's economy by supporting the provision of a flexible supply of land to meet the varying needs of different economic sectors. Sufficient employment sites and premises will be safeguarded in order to meet the needs of the economy in Arun to 2031 to support job creation, the needs of modern business and the attractiveness of the District as a business location.
- 5.12 This will be achieved by providing high quality employment sites: strategic employment land allocations in Bognor Regis, Littlehampton and Angmering.
- 5.13 The strategic employment land allocations include a number of sites which in total will provide 81.35ha of employment land.
- 5.14 Existing employment land is protected through emerging policy EMP DM1. This also seeks to support existing businesses that are expanding within Arun District. Specifically for economic growth outside the built-up area boundary, the policy states
- 'Planning permission will be granted to local firms, currently located within the District, proposing development on sites outside the built-up area, provided that the proposal demonstrates:



- a. No acceptable alternative can be identified within existing permitted or allocated floorspace, or within or through redevelopment of existing commercial premises, and which can be delivered in a reasonable timeframe;
 - b. That it would not intensify uses at the site to the detriment of existing public access routes and highways;
 - c. A high standard of design and layout;
 - d. That it is capable of being well served by public transport or otherwise is readily accessible by means other than by private car to a significant residential workforce if employment intensive uses are proposed;
 - e. Access arrangements and parking facilities will be provided in accordance with the Council's adopted standards;
 - f. A sympathetic relationship to the surrounding areas that shows consideration of the landscape, habitat, built and historic environment contexts, the opportunities to deliver on-site habitats and protect key species;
 - g. Suitable landscaping and floorscaping provision where appropriate;
 - h. That it is not in a protected area including Gaps Between Settlements;
 - i. A satisfactory relationship with neighbouring uses in order that the amenities of nearby residents, in particular, are protected; and
 - j. Where appropriate, crime prevention measures are incorporated. _
- 5.15 In terms of policy it would appear that there is a presumption against new employment opportunities outside of the built-up area unless a company is already present within Arun District. Therefore new companies should seek to utilise the strategic employment allocations or other such existing employment sites in the district.
- 5.16 This appears to be restrictive and against the general objective of Policy EMP SP1 which seeks to support the attractiveness of the District as a business location.
- 5.17 It is therefore important to address why the applicant has considered Arun District as being suitable for its business needs and to also demonstrate that whilst policy supports new economic opportunities in the strategic employment sites, these are not suitable for the proposed use.
- 5.18 In terms of part a), an Alternative Site Assessment has been prepared to demonstrate that there are no acceptable alternative sites within existing permitted allocated floorspace or within existing commercial premises, which can be delivered in a reasonable time frame.
- 5.19 Parts b) to j) are addressed in detail in Section 7, but in general terms the following applies.
- 5.20 The NPPF sets out the core planning principles, of which is the need to encourage the effective use of land by reusing land that has been previously developed, provided that it is not of high environmental value.



- 5.21 The land is considered to be previously developed. It was used as a runway on the former Ford Aerodrome.
- 5.22 With reference to the officer's report for determining the planning application on the adjoining land, it is noted that 'when viewing the site from the north the existing vehicles stored within the site can be viewed above the hedgerows, they are not prominent however and to a certain extent the planting screen has served its purpose to further screen the site. Thus, it is considered that the storage of the vehicle does not harm the countryside to a demonstrable level.³
- 5.23 In that case the local planning authority accepted that given the screening provided reduces the impact of the storage area together with the benefit provided to a local business, it was accepted.
- 5.24 The proposed development will also benefit from the existing hedgerow screening which is located along the northern and southern boundaries.
- 5.25 In terms of the design, concrete batching plants are generic in their appearance. Typically they comprise of cement storage silos, mixing silo, loading point and aggregate bays. In this case, the configuration has been carefully set out to utilise the existing hedgerow screening. The layout has considered the requirement to create an internal one-way access system and to locate some fixtures in a manner to maximise the benefit of the existing hedgerow screening and agricultural building.
- 5.26 The design components are similar to those used in agriculture.

³ Planning reference CM/12/12



6. NEED

- 6.1 This section sets out the need for the facility at this location.
- 6.2 Concrete batching plants are designed to manufacture concrete from the following materials:
- ¿ Aggregates (coarse crushed rock and sand)
 - ¿ Cement
 - ¿ Water
- 6.3 The proportions and type of materials used will depend on the end use and performance required of the concrete. The materials will be mixed and placed in a mixer vehicle which continues the mixing process until the end point. The production of ready mix concrete is used most appropriately for on-site casting of large volumes of concrete, when the concrete can be placed directly from the vehicle.
- 6.4 The concrete produced by KRM meets British Standard BS 8500.
- 6.5 Ready-mixed concrete is locally supplied, which means that it does not travel too far to the end destination. The average delivery distance from the production site to the construction site is 12km⁴.
- 6.6 The applicant's nearest, existing concrete batching sites are located in Portsmouth and Shoreham. In order to meet their customer needs in and around Littlehampton and Bognor, the applicant started to look for premises within Arun District. Figure 1, shows all of the applicant's existing operational locations.
- 6.7 With reference to Figure 1, it can be seen that there is a business need for an intermediate site within Arun to serve the planned growth in the district.
- 6.8 Concrete batching plants are regulated by the district councils under The Environmental Permitting (England and Wales) Regulations 2016, Part B (b) blending cement in bulk or using cement in bulk other than at a construction site, including the bagging of cement and cement mixtures, the batching of ready-mixed concrete and the manufacture of concrete blocks and other cement products.
- 6.9 With reference to the council's website, there are currently no permitted facilities in Arun or Worthing Borough. With reference to Adur's register of permitted facilities, there are two sites in Portslade, one in Southwick and the KRM site in Shoreham. Southwick and Portslade are further from Arun than the applicant's Shoreham site.
- 6.10 There are three plants permitted by Chichester District, and four sites in Horsham District. These are shown on Figure 2.

⁴ Ready-Mixed Concrete Resource Efficiency Action Plan, February 2014, Wrap and MPA



6.11 The sites in Chichester have been investigated and the following applies.

Table 2 - Concrete Batching Facilities in Chichester District

Operator	Site	Status
Cemex	Rutland Way, Chichester.	This is an operational concrete batching plant.
Dudman Group	Valdoe Quarry, Chichester	This is an operational concrete batching plant.
Dudman Group	Minsted, Midhurst	This is a non-operational site.

6.12 Horsham has a number of sites which are permitted for Bulk Cement storage. These have been investigated and the current status is shown in Table 3.

Table 3 - Concrete Batching Facilities in Horsham District

Operator	Site	Status
Cemex	Water Lane, Storrington	This is an operation Sand Quarry with a Mortar Production Facility. There is no operational concrete batching plant.
Thakeham Tiles	Rock Road, Storrington	This company manufacture block tiles only. There is no concrete batching.
Dudman Group	Chantry Lane, Storrington	This company manufacture block tiles only. There is no concrete batching.
Hanson	Foundry Lane, Horsham	This is an operational concrete batching plant.

6.13 From this exercise, there is only one site within Horsham district which is used for concrete batching, and two operational sites in Chichester.



- 6.14 Whilst there are companies in the district supplying concrete, these tend to support smaller projects and use volumetric vehicles which act as the batching unit. These are limited to set volumes and would therefore incur a higher number of HGV trips to supply the same volume as a conventional concrete batching facility.
- 6.15 The objectives of the District Plan is to deliver regeneration and sustainable development, in the form of providing housing, employment, improved public transport links and associated facilities to create sustainable communities. Its aim is to :
- Provide 580 homes every year (from 2011-2031)
 - Provide 81.35ha of new Employment Land
 - Major Road improvement Schemes, including works to the A259, A284, A29
 - Provide the necessary infrastructure to support the new development
- 6.16 The broad locations for Strategic growth are Barnham/Westergate/Eastergate and Littlehampton Economic Growth Area and Angmering.
- 6.17 The applicant will be able to serve this growth agenda from within Arun District, rather than from their existing sites in Portsmouth and Shoreham. This is considered to be sustainable in terms of meeting a local need and reducing the distances that HGVs will travel to serve those developments.
- 6.18 In addition, the absence of a permitted concrete batching plant in Arun District would result in HGVs travelling from either Chichester, which varies between 10.5km and 26km to the planned growth areas, or from Shoreham, which is between 28km and 36km from the planned growth areas and would require transport through the South Downs National Park.
- 6.19 The third option would be to use the existing site in Horsham which would be between 40km and 45km from the growth sites. Any traffic would be through the South Downs National Park.
- Summary
- 6.20 There is an identified need to provide a concrete batching operation with Arun District to meet the planned growth set out in the emerging local plan.
- 6.21 There are no permitted concrete batching plants in the district.



7. ENVIRONMENTAL IMPACTS

- 7.1 The potential environmental impacts have been assessed in accordance with the emerging Local Plan. It refers to specific policies but also addresses individual points set out in parts b) - j) of emerging policy EMP DM1.

Local Amenity

- 7.2 Policy QE DM3 relates to air pollution. It requires development to be located within easy reach of established public transport services, maximise provision for cycling and pedestrian facilities, encourage use of cleaner transport fuels, contribute to the improvement of the highway network where development is predicted to increase congestion on the highway network.
- 7.3 EMP DM1 requires sites to demonstrate a satisfactory relationship with neighbouring uses in order that the amenities of nearby residents are protected.
- 7.4 The site is not located near to or within an Air Quality Management Area. The operation is an enclosed system
- 7.5 The operation will be subject to an Environmental Permit regulated by the District Council.
- 7.6 As set out in Chapter 6, the provision of a concrete batching facility within Arun will reduce HGV movements and provide a sustainable transport solution, which is in accordance with the NPPF. Paragraph 30 states 'encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.' The provision of a local facility to serve local construction projects should be considered favourably.

Noise and Vibration

- 7.7 Construction noise will be of short duration and is therefore not likely to have an impact
- 7.8 The potential operational noise has been assessed by Sharps Redmore (SR). Their assessment is provided as a separate report. Their assessment has been used to inform the operational layout. It is a recommendation that vehicles being loaded with cement face a southerly direction. As a result of this the proposed layout as been designed accordingly.
- 7.9 SR conducted background noise levels surveys at locations that represent the nearest sensitive receptors. These were:
- ¿ Residential property at Cinders Lane
 - ¿ Northwood House
 - ¿ Yapton Road/Rollaston Park
- 7.10 SR have obtained actual sound level data from an operational KRM site in Shoreham. This data was used to predict the sound level at each of the receptors identified and assess this against the background noise level.



- 7.11 SR concluded that the proposed batching plant operation is not likely to be the dominant feature across the receptor locations. It is concluded that the proposed batching plant is capable of achieving an acceptable level of sound at residential properties.
- 7.12 Whilst this is the case, the following measures will be implemented as good practice:
- 7.13 Speed limits will be imposed for all vehicles using the site;
- é Operating plant in a noise sensitive manner (avoiding unnecessary throttling back and acceleration);
 - é The access road will be regularly maintained, thereby minimising noise from vehicles travelling on uneven surfaces;
 - é All plant and machinery will be maintained in accordance with the manufacturer's recommendations; and
 - é Plant and machinery will be switched off when not in use.

Traffic and Highways

- 7.14 Emerging policy T SP1 relates to transport and development. This encourages development to access public transport services, whilst still ensuring safe access to the highway. It also encourages the use of green infrastructure network. The application is supported by a Transport Assessment. This covers all aspects of the development in terms of delivering goods, encouraging alternative forms of transport for staff and creating safe layouts.
- 7.15 Parts b), d) and e) from policy EMP DM1 refer to public access routes and highways, access to public transport, access arrangements and parking facilities.
- 7.16 Policy T DM1 refers to sustainable travel and Public Rights of Way. This policy supports new development in locations with easy access to public transport services and pedestrian and cycle networks. It also requires the development to make provision for cycle facilities.
- 7.17 A Transport Statement has been prepared for the proposed development. This has independently assessed the existing highway capacity and proposed transport arrangements.
- 7.18 The nature of this operation requires HGV movements for both provision of raw materials and the delivery of the product. The types of delivery vehicles are similar to those that would serve an agricultural operation.
- 7.19 The council's parking standards have been reviewed, however this is a unique operation.⁵ The application of the B2 parking spaces would require a significant parking provision. The parking standards allow open storage sites to be assessed

⁵ Parking Standards, Arun District Council, October 2000



individually. The B2 assessment does require 10% reserved for visitors which has been included.

- 7.20 Each car space will meet the standard of 4.8m x 2.4m. The parking standards also require 1 cycle space per 8 car parking spaces, subject to a minimum of 2 cycle spaces.
- 7.21 The proposed layout includes 7 parking spaces and 2 cycle spaces. Six staff will be based at this site. The proposed arrangements meet the parking standards.

Visual Impact

- 7.22 Part f) of EMP DM1 requires a sympathetic relationship that shows consideration of the landscape, built and historic environment. Part g) requires suitable landscaping.
- 7.23 The site is not located within a landscape designation. It is not located within a protected area including Gaps Between Settlements.
- 7.24 In terms of the landscape setting at the site the following apply:
- ¿ Existing agricultural storage building 30m x 15m in area on land to the south. 8m to the eaves and 10m to the central pitch.
 - ¿ Existing articulated lorry training school. Height of lorries vary but can be up to 4.87m high (from base of wheel to top of trailer).
 - ¿ Storage of vehicles on adjoining land, various heights up to 6m.
 - ¿ Earth bunds in the immediate area approximately 4m high, with additional tree planting to provide overall screening to 6-7m.
 - ¿ Mature hedgerows along site boundary, 3 - 4m high
 - ¿ Tree planting on the wider farm estate (up to 6m high).
 - ¿ Existing steel palisade fence, 3m high.
 - ¿ Existing rifle range with various buildings and earth bunding on the former runway (approximately 5m high)
- 7.25 The site is located within the Chichester to Yapton Coastal Plain Character Area. This is described as a low lying flat open landscape, with a low density of hedgerows and hedgerow trees. It has large scale arable farming, with extensive farms with both traditional and modern farm buildings and silos. It also acknowledges light industry in the countryside at Ford and Tangmere.
- 7.26 In terms of management guidelines, it encourages planting of new hedgerows and encourages bold tree planting associated with large agricultural buildings, glasshouses and industrial buildings to attempt to assimilate them into the landscape. It also encourages the production of a colour and design study for new and existing agricultural and industrial buildings.

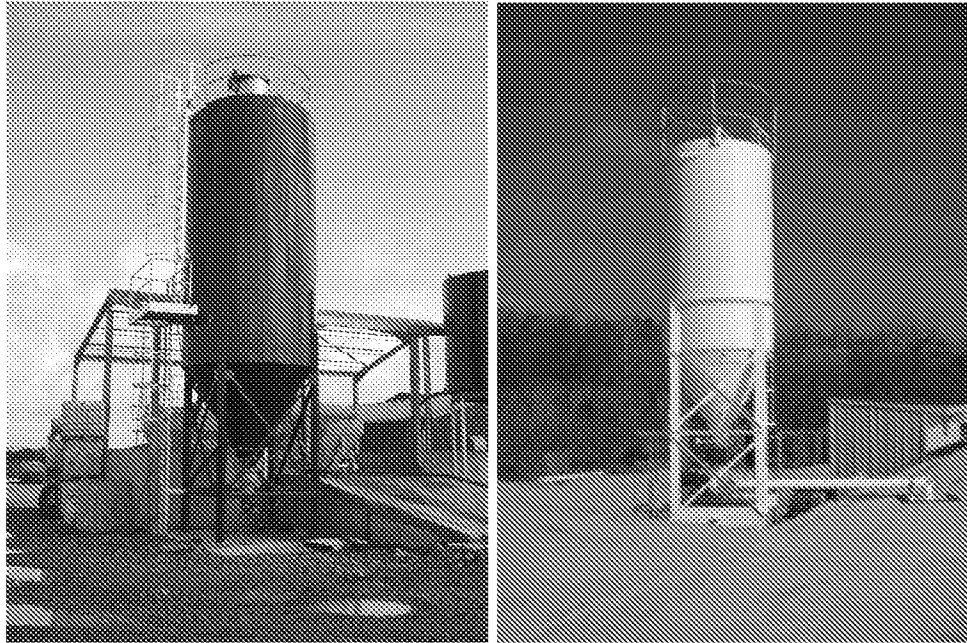


- 7.27 The landowner has carried out significant tree planting on the surrounding fields. The Landscape Plan has been provided with this application to show the new planting areas.
- 7.28 The proposed development includes the installation of two cement storage silos. It is considered that these would not be dissimilar to those used in agriculture. It is proposed to provide silos that are green in colour, to match the adjacent agricultural barn.
- 7.29 The presence of HGVs would also be similar to the existing use on the site as a HGV training centre and also HGVs delivering materials to the farm.
- 7.30 With reference to the Officer's report for the prior notification application for the agricultural building, it is noted that in terms of visual amenity 'the building would be screened from direct view by the mature existing hedging to the northern and southern boundaries and the copse to the west and buildings and hedgerows to the east. Given the proximity to other structures the building would not be viewed as an isolated feature in the countryside. From a distance it would be readily assimilated into the appearance of the countryside and other buildings. The design is of no architectural merit and is typical of a modern farm building. The materials and colour of the building would help to blend the building in the landscape.'⁶
- 7.31 Based on the same principle, it is considered that the two storage silos would also be assimilated into the appearance of the countryside. They will be painted green to match the agricultural building and would not be discernible as agricultural units. See Figure 3.

⁶ Planning Reference CM/25/14/AG



Figure 3 - Image on the left is a fertiliser storage silo. Image on the right is a cement storage silo.



- 7.32 The mixer silo and water tank will also be similar in appearance to a storage silo. Low levels fixtures such as the welfare facility, aggregate bays, parking and HGVs would not be visible due to the existing screening.

Water and Flood Risk

- 7.33 Emerging policy W SP1 encourages water efficiency measures. Policy W DM2 considers flood risk. Policy W DM3 refers to Sustainable Urban Drainage Systems.
- 7.34 The operation recycles water in the process. The current site is concrete hardstanding which has falls to existing surface water drains. These drain into a catchpit.
- 7.35 The proposed operation will include a water tank that will be mains fed. Ideally, roof water from the adjoining agricultural barn will be diverted to supply the tank. Surface water runoff will be captured and pumped into the storage tank as well.
- 7.36 The process recirculates water which is considered to be a sustainable option.
- 7.37 The site does not lie within an area that is liable to flood. The site area of the operation is less than 1ha which is below the threshold for requiring a flood risk assessment (Paragraph 103 NPPF).

Archaeology

- 7.38 Policy HER SP1 refers to the historic environment. Policies HER DM1 and DM2 refer to Listed Buildings and Locally Listed Buildings and Structures of Character.



- 7.39 There are no national or local sites designated for historic reasons. This includes Scheduled Monuments, Listed Buildings and Registered Parks. There are no Conservation Areas to consider.

Protected Habitats and Species

- 7.40 Emerging policy ENV SP1 relates to the protection of international, national and local designated sites. These include Ramsar sites, Special Protection Areas, Sites of Special Scientific Interest, Locally Important Sites and Sites of Nature Conservation Importance
- 7.41 With reference to the MAGIC database, there are no statutory designations within 2.5km of the site. The search included Sites of Special Scientific Interest (SSSI), Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites.
- 7.42 There are no National Nature Reserves or Local Nature Reserves within the vicinity of the site.
- 7.43 Policy ENV DM4 relates to the protection of trees. There will be no impact to the trees in the local area.
- 7.44 A significant amount of tree planting has been undertaken in the surrounding fields. The operation will not affect any tree.
- 7.45 The site is concreted and has no ecological value.

Light Pollution

- 7.46 Policy QE DM2 requires lighting schemes to be prepared for outside lighting.



8. CONCLUSION

- 8.1 This Planning Statement has been prepared to support an application to provide a concrete batching facility on land at the former Ford aerodrome.
- 8.2 A site is required to meet the applicant's business needs. With reference to the NPPF, Local Authorities should support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area.
- 8.3 The emerging Local Plan supports the relocation of existing businesses, already based in the district on sites located outside the built-up area. There are a number of considerations to support this policy including the availability of acceptable alternative sites.
- 8.4 The applicant has searched for suitable premises to meet their business need. An Alternative Site Search has been prepared and demonstrated that there are currently no suitable alternative sites.
- 8.5 The site is considered acceptable in terms of other policies include biodiversity, transport, local amenity and landscape.
- 8.6 It is considered that the proposed development contributes towards sustainable development in the following ways:
 - ¿ It will contribute to the production of concrete that in turn will support local construction projects.
 - ¿ There are a number of planned residential, employment and road infrastructure projects in the district.
 - ¿ It will provide new jobs, which in turn will support the local economy
 - ¿ It requires investment which will contribute to the local economy.
 - ¿ It provides an opportunity to put previously developed land to a beneficial use.
 - ¿ There are no existing permitted concrete batching plants in the district.
 - ¿ Concrete does not travel too far between the point of production and end user. A site at this location will be able to serve the entire district from one location, thus reducing HGV movements.
 - ¿ The site provides a sustainable transport solution to meeting the need to supply ready mix concrete to sites in Arun.
- 8.7 The proposal is considered to meet the sustainable development objectives of the National Planning Policy Framework.