

From: James Neave [REDACTED]
Sent: 21 March 2014 13:35
To: Peter Cleveland
Subject: RE: WSCC/096/13/F - Ford Waste Treatment Facility - Further Information
Attachments: The Flying Fortress rep obj received 20 Mar 14.pdf; Further info - Appendix 4 (Highways).pdf; Further info - 5. Drawing DG_ES_FOR_R23_02 (Flying Fortress fencing).pdf; 11 09 03.pdf; IMG_1105.JPG; IMG_1106.JPG

Follow Up Flag: Follow up
Flag Status: Completed

Peter,

I understand you are currently on leave at the moment. Upon your return, please could you advise whether you expect to get your comments to me in time, and whether your consultation response will need to be considered by your committee.

In addition, I noted in my last email that the potential parking/access issue at the Flying Fortress (FF) needs further consideration. I have received a letter from the FF noting that parking will be lost as a result of the proposed access which is a material consideration in relation to the current application. In this regard, the currently approved developments (FF and Indoor Football – ref F/5/11 and F/1/04) appear to have parking approved by condition (either through reference to the approved plans, or approval of a submitted scheme). It would seem, however, that the FF scheme has not been implemented as approved? This may be due to the later parking layouts approved for Indoor Football (11/09/03) would seem to make implementation of the FF parking arrangements difficult. In addition, the Indoor Football appears to get access to the rear of the FF via the east of the building, not the west as set out in their approved plan?

The applicant has provided reference to the approved FF parking scheme which includes a plan.

Please can you confirm whether this plan (David Bennett 10353/021) is the approved parking layout for the FF, and 11/09/03 the approved plan for the indoor football. Can you also advise if Arun DC need/intend to regularise the parking arrangements given that the existing layout on site does not appear to represent the approved schemes.

Please feel free to call me to discuss the above it would be more expedient to do so. You will appreciate that I need to deal with this matter swiftly as the application is nearing its determination date.

Kind regards,

James Neave

James Neave | Planner, Communities & Infrastructure, [West Sussex County Council](#) | Location: Strategic Planning Business Unit, 2nd Floor Northleigh, County Hall, Chichester, PO19 1RH
[REDACTED]

From: James Neave
Sent: 07 March 2014 09:13

To: Peter Cleveland; Nat Slade

Subject: RE: WSCC/096/13/F - Ford Waste Treatment Facility - Further Information

Thanks Peter, I really appreciate your attention to these matters. If your committee do wish to consider it, please can you advise of any potential issues as early as possible (albeit not the formal comments of the Council).

Many thanks again,

James Neave

James Neave | Planner, Communities & Infrastructure, [West Sussex County Council](#) | Location: Strategic Planning Business Unit,
2nd Floor Northleigh, County Hall, Chichester, PO19 1RH

From: Peter Cleveland [<mailto:Peter.Cleveland@arun.gov.uk>]

Sent: 07 March 2014 09:06

To: James Neave; Nat Slade

Subject: RE: WSCC/096/13/F - Ford Waste Treatment Facility - Further Information

Hi James

Thanks for the email below, I have also received a hard copy of the Reg. 22 further information request so thank you for that also.

I have spoken to our Conservation Officer and will also speak with our Listed Buildings officer to provide a comment conservation area/listed buildings. I will also provide a response on the other points below, and provide a response by 27th March, as long as our committee member do not insist on it being heard at our April DC Committee.

Kind regards

Peter

[Peter Cleveland](#) MSc | Senior Planner, Planning Department, [Arun District Council](#) | Location: 1st Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF

Internal: 37631 | External: +44 (0) 1903 737631 | E-mail: Peter.Cleveland@arun.gov.uk

Visit Arun's web site at www.arun.gov.uk



Save the environment - think before you print.

From: James Neave

Sent: 06 March 2014 15:52

To: Nat Slade; Peter Cleveland

Subject: WSCC/096/13/F - Ford Waste Treatment Facility - Further Information

Peter/Nat,

Further information requested by WSCC has now been received from the applicant regarding this application, available to view on our website;

<http://buildings.westsussex.gov.uk/ePlanningOPS/loadFullDetails.do?aplId=1613>

This has been sent as a consultation through the usual channels, but I thought it would be best to bring it to your early attention.

Peter:

- I have received a number of third party comments with respect to potential views/impacts to nearby conservation areas/listed buildings. Is it possible to include the comments of the ADC Conservation Officer with this latest submission please?
- In addition, questions have been raised about potential cumulative impacts, accordingly, please could you let me know if ADC are aware of any developments that might act cumulatively with these proposals (one third party also mentioned conflict with the SHLAA site 71).
- Please also note the further info specifically addresses the stack height at paragraph 5.3.
- Please see appendix 4 (revised access layouts), this proposal seems to have a direct impact on the Flying Fortress Car-Park that seems not to have been laid out in accordance with ADC approved plans (F/1/04)
- The applicant has re-addressed noise impacts in light of EHO and WSCC acoustic consultant comments (attached)

Nat:

Thank you very much for your previous comments relating to Air Quality. You will note that this further information specifically addresses some of your noise concerns, particularly with regard to night time activities, noise survey methodology, standards used, and potential impacts of HGV noise (see also proposed acoustic fence at appendix 4 of the further information). I realise that the submitted further information is unlikely to affect your previous comments relating to air quality, however, I would be grateful if you could confirm that is the case, and provide new comments with respect to noise and land contamination if necessary (See EA response attached). As always, I would be grateful if you could confirm or otherwise whether you are satisfied with their methodology (particularly with regard to HGV noise) and conclusions, recommending conditions where necessary.

Your comments are requested on or before 27th March 2014.

I look forward to hearing from you, and please do not hesitate to contact me should you have any questions.

Kind regards,

James Neave

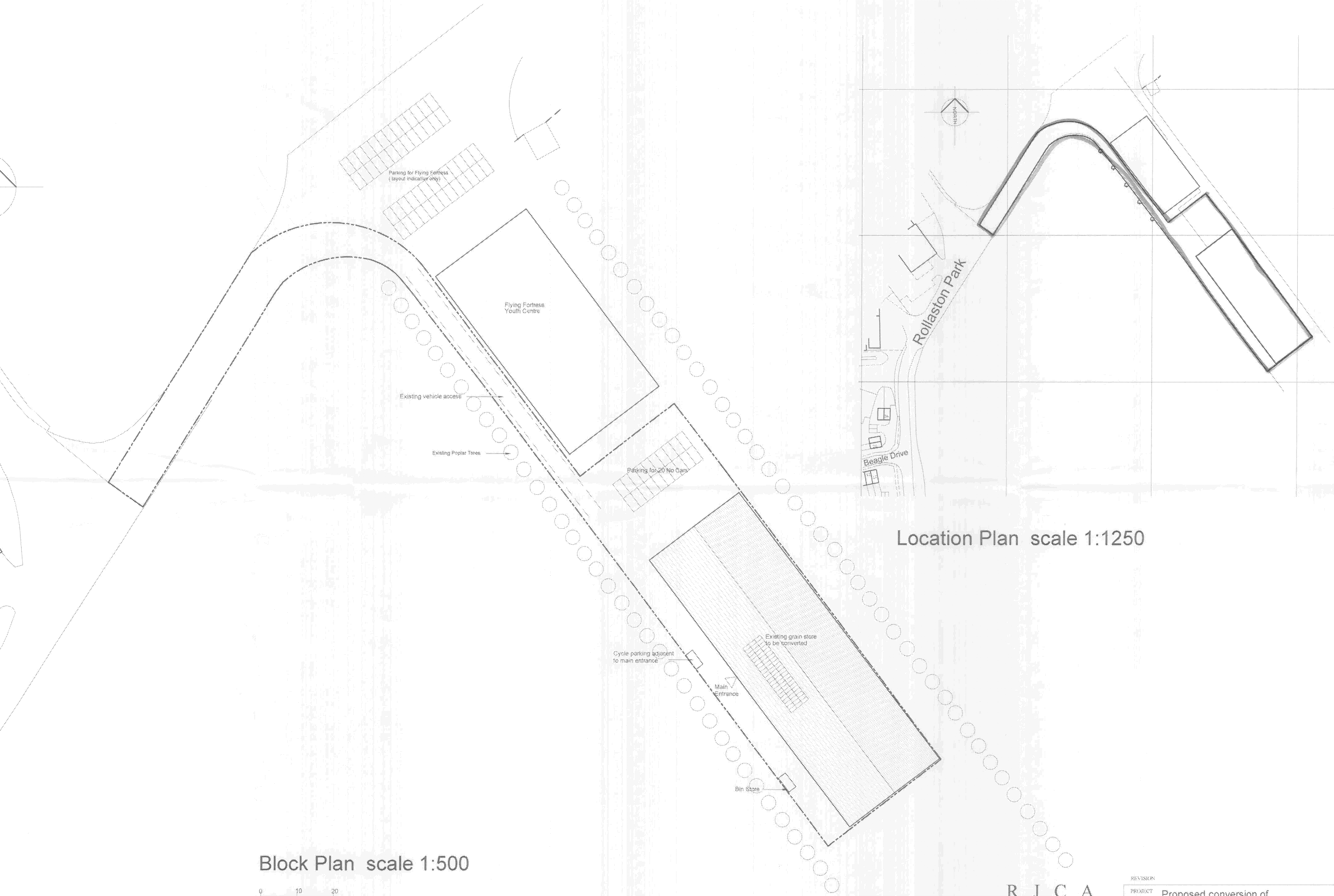
James Neave | Planner, Communities & Infrastructure, West Sussex County Council | Location: Strategic Planning Business Unit,
2nd Floor Northleigh, County Hall, Chichester, PO19 1RH

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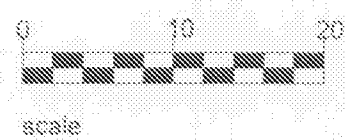
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Block Plan scale 1:500



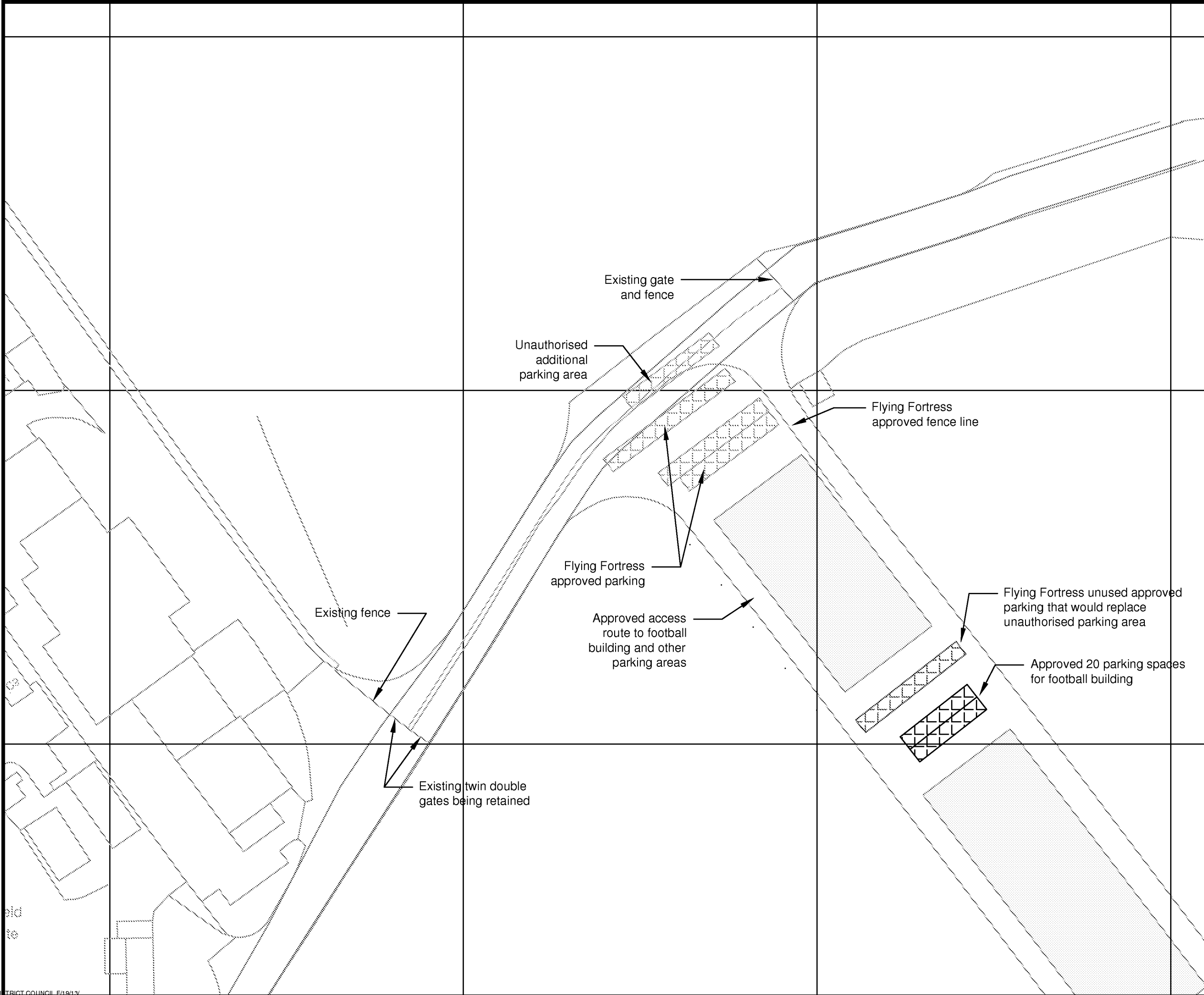
Location Plan scale 1:1250

R J C A
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REVISION			
PROJECT		Proposed conversion of Grain store building, Ford Airfield	
SUBJECT		Block Plan and Location Plan	
SCALE	DATE	DRAWING No.	
1:1250 & 1:500	Feb 2011		
DRAWN	CHECKED	11 / 09 / 03	



Key



APPLICATION SITE
AND LEGAL RIGHT OF WAY

PROPOSED 0.9M CHAIN
LINK FENCE TO DIVIDE
AREAS

0 Scale 20
Metres

Issue	Date	Comments
Notes		
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Project CIRCULAR TECHNOLOGY PARK, FORD		
Title FLYING FORTRESS FENCING		
Scale 1 : 1,000 @ A3	Date FEBRUARY 2014	
Drawn By SM	Checked By .	
Drawing No DG/ES/FOR/R23/02		



TECHNICAL NOTE

Project: TE1093 Circular Technology Park, Ford Airfield
Date: 26th February 2014
Author: R Spriggs

Title: Response to Highway Comments

Circular Technology Park, Ford Airfield

Introduction

1. A Transport Assessment (dated 3rd October 2013) has been submitted in support of the planning application by Grundon Waste Management Ltd for the Circular Technology Park at Ford Airfield. Consultation comments to the planning application have been received from the Highway Authority dated 3rd January 2014 and 15th January 2014. This Technical Note has been prepared in response to the Highway Authority's comments.
2. A meeting between the applicant and the Highway Authority was held subsequent to the 3rd January comments, and some of the issues were resolved at this meeting and were reported on in the 15th January Highway Authority comments.

Trip Generation

3. It was confirmed at the meeting between the applicant and the Highway Authority that, in considering the traffic impact on the surrounding roads, the Transport Assessment correctly did not deduct the traffic flows that were associated with the former Tarmac operation at the site from the forecast traffic flows associated with the application development. The forecast traffic flows were distributed to the surrounding road network and added to the surveyed traffic flows at the junctions for assessment. Appropriate background growth was applied to the baseline traffic.
4. It should be noted that at the Transport Assessment Scoping stage, the Highway Authority indicated that the threshold at which a junction capacity analysis should be carried out is 30 additional vehicles per hour. As this application represents less than this, a capacity analysis of the surrounding road network was not required by the Highway Authority. However, for the purposes of providing a comprehensive package of information as part of the planning application, the Highway Authority advised that it would be beneficial to capacity test the wider road network, including the junctions on the A259. The submitted Transport Assessment includes this work.



Vehicle Routing

5. The proposed one-way routing of forecast traffic flows has the beneficial effect of distributing the development traffic more widely on the road network. Whilst both the east and the west accesses are established industrial roads, it is recognised that there are some residential properties along both routes, east and west. Therefore, focusing traffic flows on one particular route would concentrate the effects of the additional traffic.
6. The TA recognises the policy recommendation in the WSWLP. However, the supporting evidence to the WSWLP in the form of a Transport Assessment undertaken by West Sussex County Council points out that Yapton Road and Rollaston Park are *'appropriate to accommodate HGV movements associated with a potential BWF to replace the Tarmac Topblock factory'*.
7. Therefore, we consider that the routing identified for the trucks offers the most equitable solution. A routing diagram is attached to this report and the applicant has indicated that they would be prepared to enter into an agreement to limit the HGVs from the development to these routes.

Western Access Arrangements

8. Whilst the applicant has a right of access over the road (former airport apron) to the north of the Flying Fortress activity centre, the applicant recognises the need to manage the potentially conflicting traffic appropriately. As part of the planning consent for the Flying Fortress activity centre, a fence was proposed that would provide a partition between the vehicles to the Flying Fortress and the trucks to the former tarmac top block site (see drawing I0353/021 by David Bennett Architects attached). This arrangement should be implemented to address the concerns raised by the Highway Authority.
9. Drawing TE1093/310 shows how the dividing fence and respective access arrangements for the site and for the Flying Fortress will function.
10. In terms of the road surface, the applicant has agreed to undertake, or pay a contribution, to resurface the unadopted part of Rollaston Park that is currently surfaced with concrete (see drawing TE1093/311). This will raise the unadopted road surface level so that it is flush with adopted road surface at either end.

Eastern Access Arrangements

11. As explained in the Transport Assessment, the eastern access of the site will only cater for development vehicular traffic departing from the site. However, between Ford Road and the Mill Studio, the road will be two-way to maintain access. We consider that the largest vehicle likely to arrive at the Mill Studio would be a large panel van.
12. Drawing TE1093/301 Revision B shows the swept path of an articulated truck departing the site at the same time as a large panel van enters. The drawing shows that this manoeuvre

can be adequately achieved without any conflict between vehicles or unacceptable delay to general traffic on Ford Road.

13. The access road from the site is an existing concreted private road. However, we have taken the opportunity that this development affords to improve the access road design for the benefit of pedestrians and cyclists who will be working at the site, and for leisure walkers who might want to use County Footpath 200/3. A revised design, taking into account the Highway Authority's comments where achievable, has been prepared and is shown in drawing TE1093/308 Revision C.
14. The section of the access road between the Mill Studio and Ford Road is shown in more detail in drawing TE1093/309. This shows how a new section of footway will be provided along the north side of the access road and tied in with the footway on Ford Road. Over this two-way section of the access road, cyclists will share the carriageway with vehicles. In addition, the drawing also shows the provision of an acoustic fence (see Figure 1 for examples of an acoustic fence) which will provide noise attenuation for properties in Rodney Crescent.
15. No widening or resurfacing of the existing access road is proposed, except for resurfacing to a section between the access to the Mill Studio and Ford Road. However, we believe that the design proposed strikes the right balance between providing for an egress road from an industrial site and providing enhanced facilities for pedestrians and cyclists.

Ford Road / A259 Junction

16. The Transport Assessment considered the impacts on this junction of adding the additional traffic generated by the development. In the AM peak hour, 6 vehicles are added to the Ford Road approach, representing a 2% increase over base traffic, and 3 vehicles to the A259 westbound approach, representing a 0.3% increase over base traffic. In the PM peak hour, 13 vehicles are added to the Ford Road approach, representing a 2% increase over base traffic, and 3 vehicles are added to the A259 westbound approach, representing a 0.2% increase over base traffic.
17. By any measure, the above proportional increases in traffic flow represent a virtually imperceptible change in traffic flow and are likely to be significantly less than any daily variations in traffic flow. With the addition of background traffic growth to the year 2024 as reported in the Transport Assessment, these proportions are even lower. In fact it is the background traffic growth, and not the development traffic, which takes the A259 arms of the junction over 100% by 2024.
18. The National Planning Policy Framework provides the test of significance in terms of traffic impact by stating that '*development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*' (para 32). By this test, in our opinion there is no evidence to support the view that the development will have a measureable detrimental impact.

19. Notwithstanding the above conclusion, the applicant has indicated that they would be

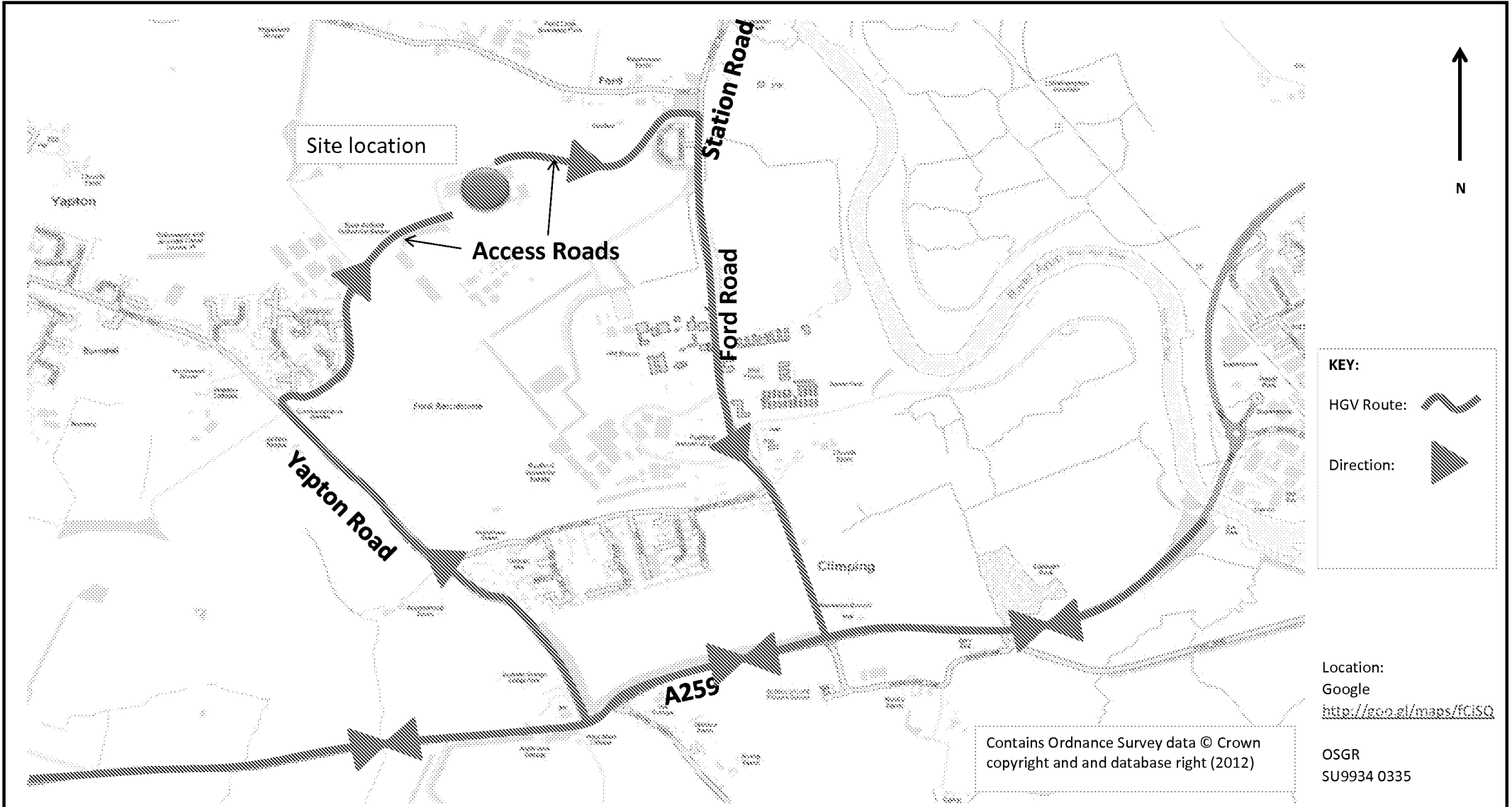
prepared to contribute towards appropriate improvements to this junction. A study undertaken for Arun District Council by consultants WSP in March 2013 examined this junction and concluded that only minor improvements needed to be carried out to provide capacity for future general traffic growth on the westbound approach. These included the following:

- Widening the A259 entry arm to 7m; and
- Widening of approach road half width to 7m.

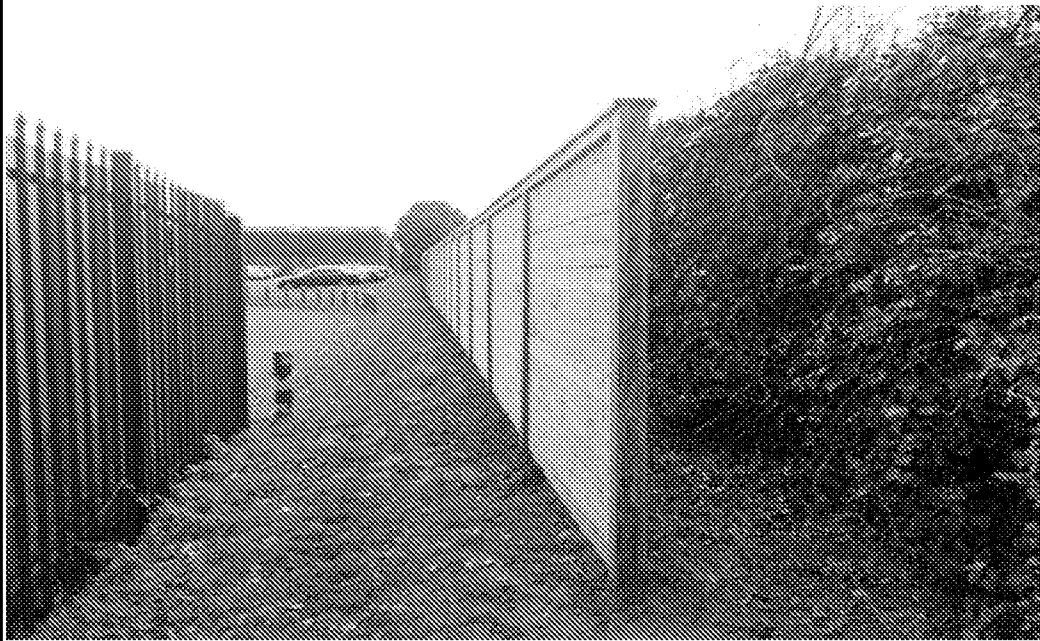
20. WSP estimated the cost of these works as being between £50k and £100k. However, from site observation, it would appear that these improvements may already have been undertaken and therefore the capacity of the junction to reflect future growth has been completed.

Conclusion

21. Following the consultation comments from the Highway Authority, this Technical Note has been prepared to respond to the points raised. Where appropriate, we have accommodated the comments by making minor adjustments to the supporting transport works.
22. Callidus is of the opinion that there should be no justifiable transport or highway reasons why the applicant's proposal for the Circular Technology Park is not acceptable to the Planning and Highway Authorities.

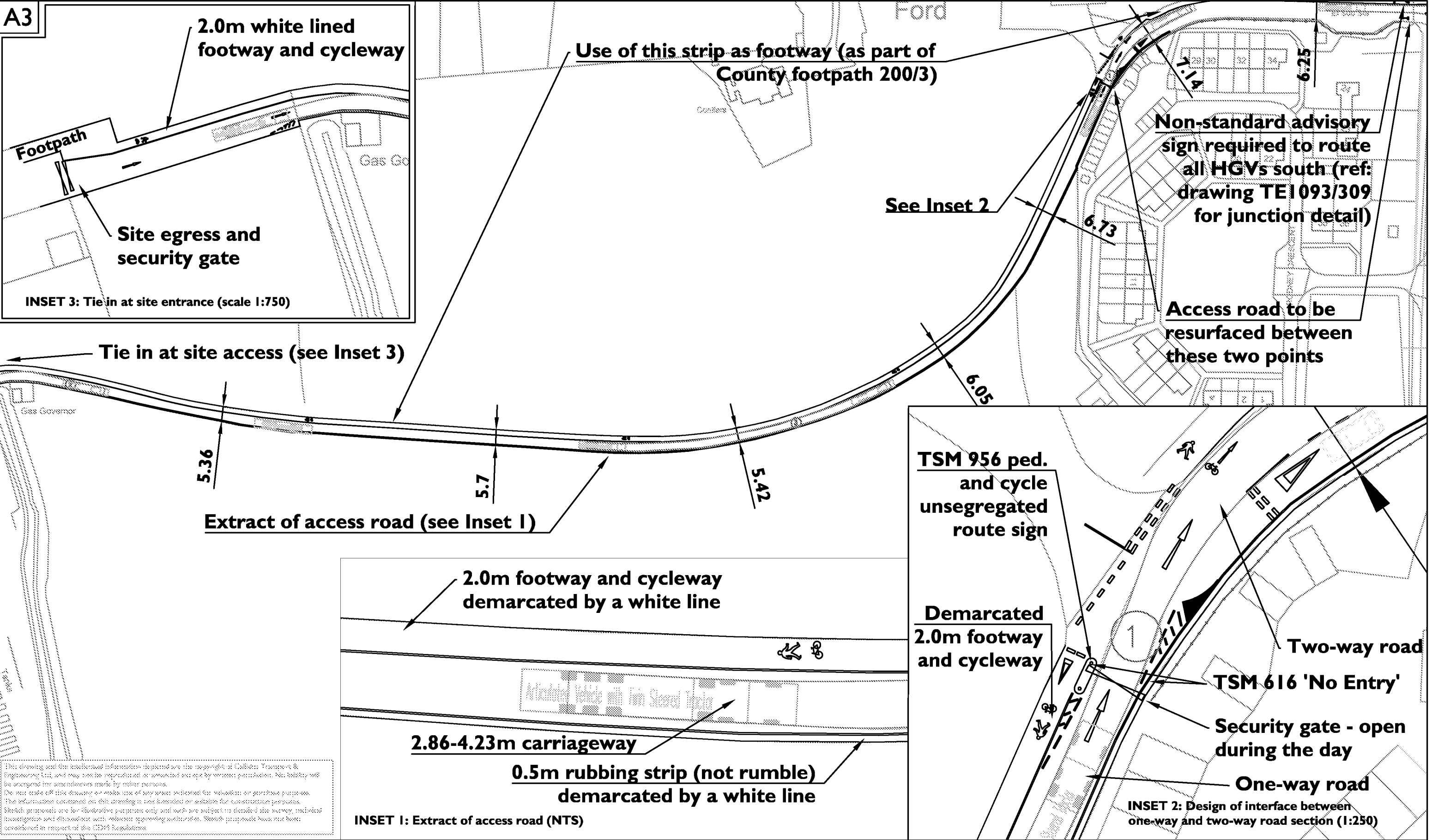


Project Title:	New Circular Technology Park, Ford Airfield Ind. Est.		
Job Number:	TE1093		
Client:	Grundon Waste Management Ltd		
Status	Planning	Figure No:	Figure 1
Scale:	NTS		



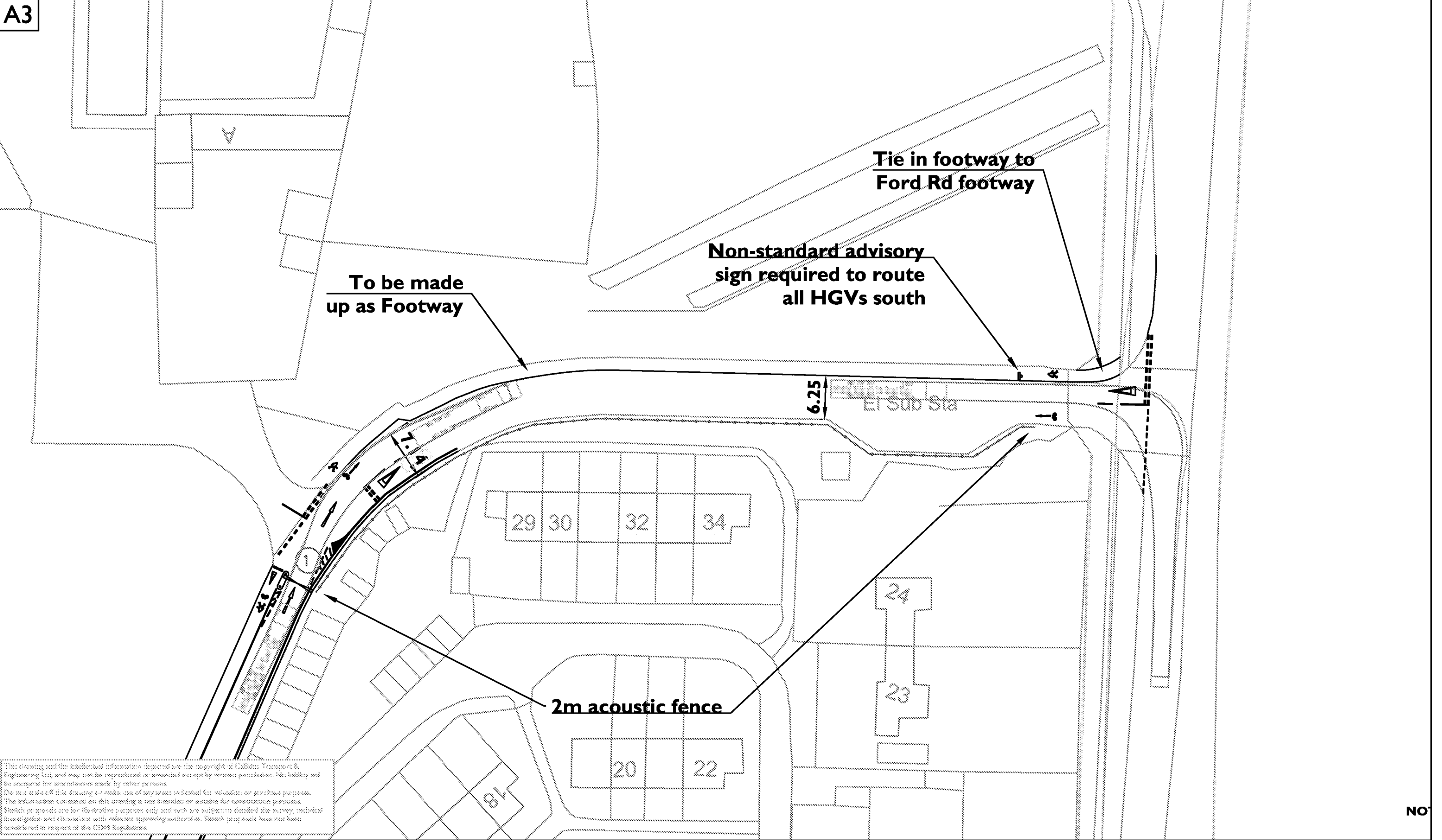
Premier Acoustic Fencing example
www.premieracousticfencing.co.uk

Acoustic fencing by FenceTek
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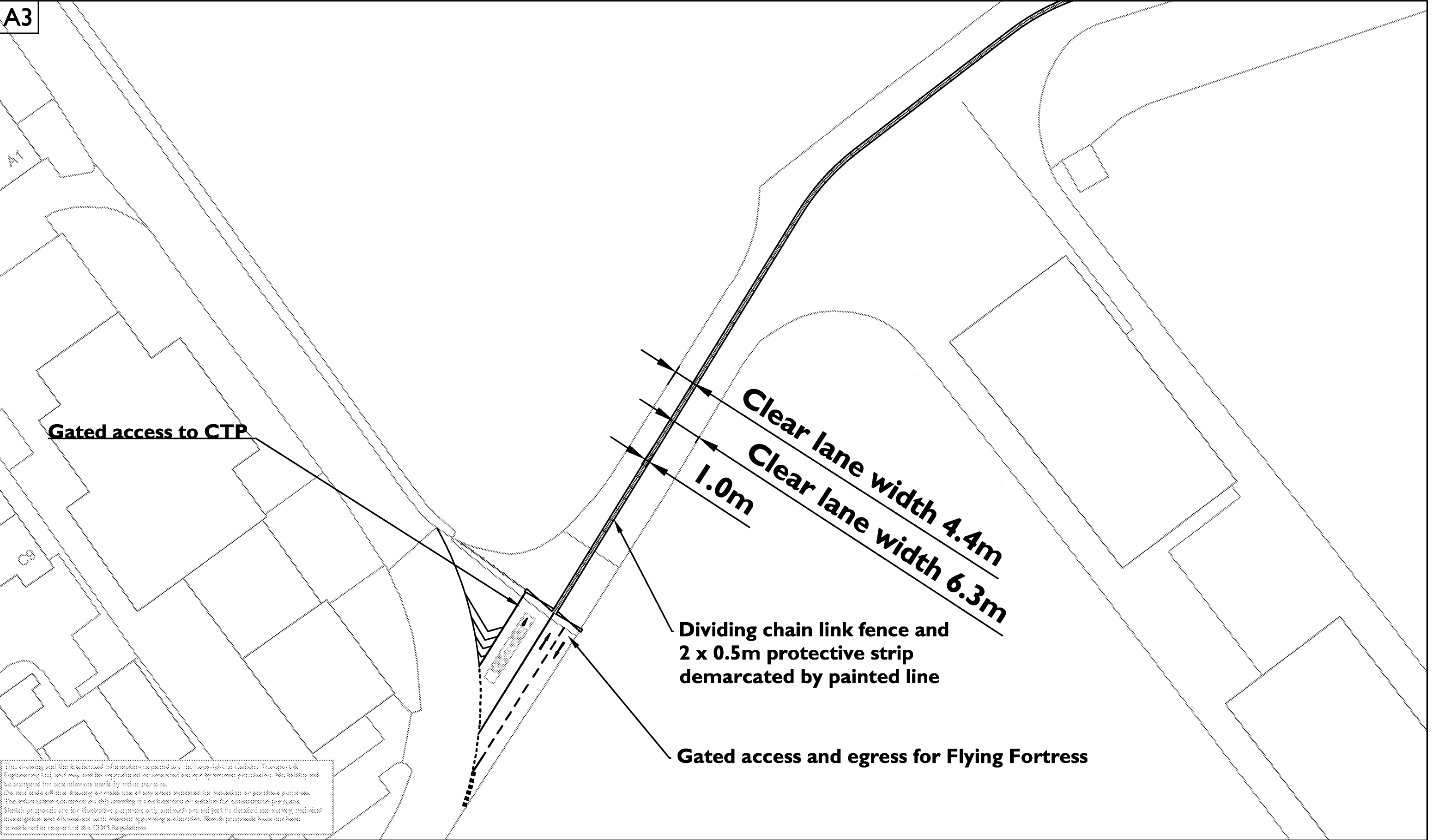
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B	RS	RB	Feb 14	Incorporating Grundon Comments	Registered in England & Wales No. 6719513			
A	RS	RB	Jan 14	Incorporating Highway Authority Comments				
0	RS	RB	Sept 13	Drawing Created	STATUS: PRELIMINARY	Project Title:	Circular Technology Park, Ford Airfield	
REV	NAME	CHECK	DATE	NATURE OF REVISION	SCALE: 1:1250	Drawing Title:	Demarcated Foot / Cycleway	
REVISIONS					PAPER SIZE: @ A3	Client:	Grundon Waste Management	Dwg. No: TE/1093/308C



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0	RS	RB	Feb 14	Drawing Created	STATUS:	PRELIMINARY	Project Title:	Circular Technology Park, Ford Airfield	
REV	NAME	CHECK	DATE	NATURE OF REVISION	SCALE:	1:500	Drawing Title:	East Access and footway / cycle provision	
REVISIONS					PAPER SIZE:	@ A3	Client:	Grundon Waste Management	Dwg. No: TE/1093/309



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REV	NAME	CHECK	DATE	NATURE OF REVISION	SCALE:	1:750	Drawing Title:	West Access				
ARUN DISTRICT COUNCIL: F19/19					REVISIONS		PAPER SIZE:	@ A3	Client:	Grundon Waste Management	Dwg. No:	TE/1093/310

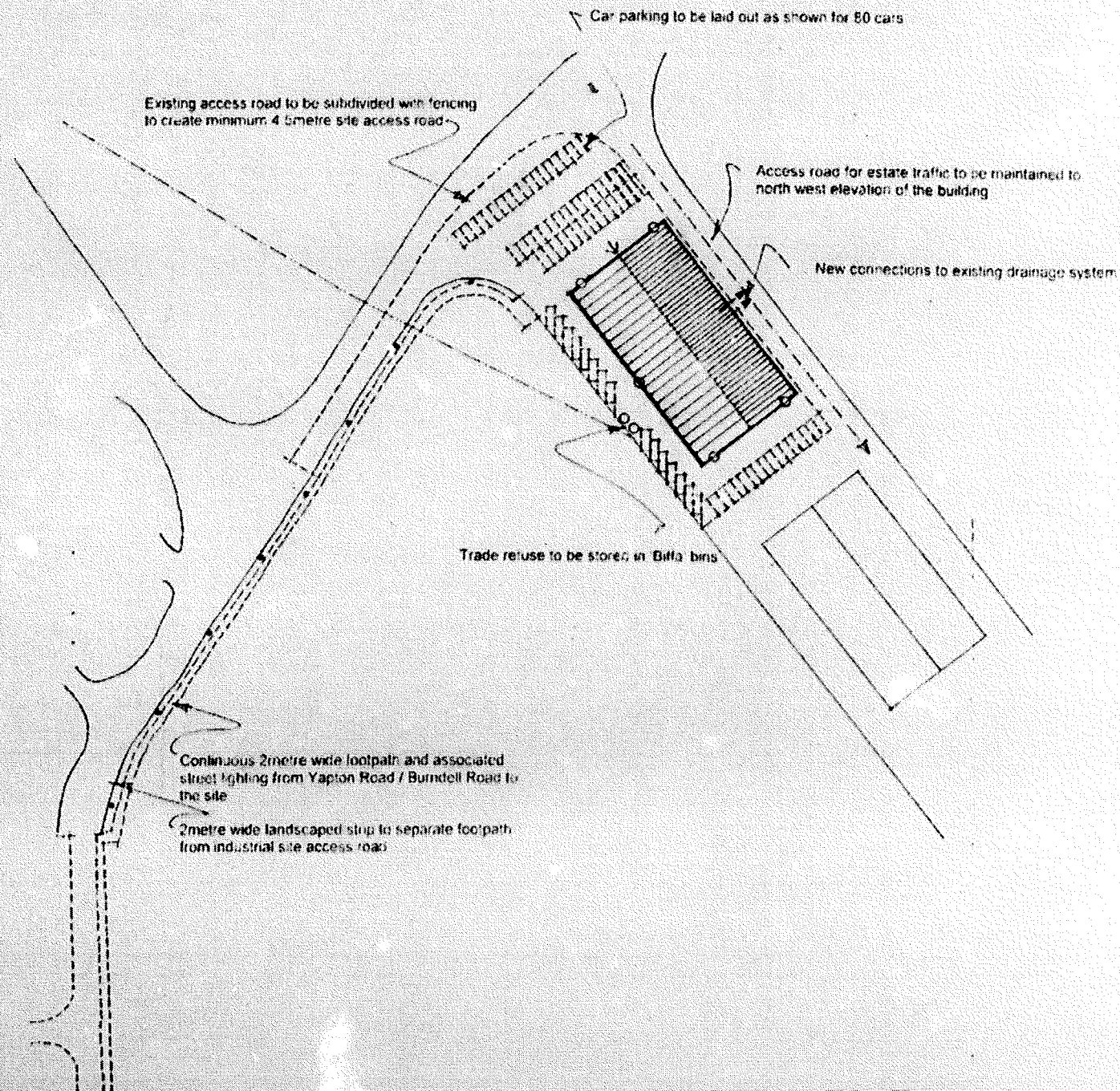
A3



Area to be resurfaced

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REV	NAME	CHECK	DATE	NATURE OF REVISION	SCALE:	1:500	Drawing Title:	Rollaston Park - Resurfacing		
ARUN DISTRICT COUNCIL F/19/17					PAPER SIZE:	@ A3	Client:	Grundon Waste Management	Dwg. No:	TE/1093/311
REVISIONS										



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PROPOSED

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Email: info@dba.co.uk

CLIENT
FLYING FORTRESS LTD

PROJECT
**PROPOSED LOCAL YOUTH CENTRE
FORD AIRFIELD**

DRAWING TITLE
SITE BLOCK PLAN

SCALE
1/1250

DATE

DRAWING REFERENCE
10353/021

ISSUE





20 MAR 2014

THE FLYING FORTRESS

Family Entertainment Centre

County Planning
West Sussex County Council
County Hall
Chichester
PO19 1RH

17th March 2014

Dear Sir/Madam,

Re: Planning Application WSCC/096/13/F – Ford Waste Treatment Facility.

I write in response to Grundon's comments concerning their planning application.

The first point I would like to respond to, is their claim that the Flying Fortress has approved parking to the side and rear of the building, which I believe they are referring to the planning permission from 2004. This *is not the case* as there is an Indoor Football Centre behind us now and they have sole use of the car park at the rear. As for the side of our building, this cannot be used as a parking area due to our suppliers lorry's dropping of supplies and staff parking. So this would still cause unsafe traffic issues along the Rollaston Park Road, due to the reduced parking spaces. We would lose 73 spaces and be left with only 44. In the nine years that we have been open the business has grown immensely due to our play centre playing a very important part of the development of children all over West Sussex and further afield. Only having 44 spaces for customer parking will be a worrying issue for us to face.

I must state that Arun District Council had advised that the Rollaston Park entrance should not be used, so why are Grundon persisting on keeping this road as their entrance Road?

Secondly, nothing has been said by Grundon that will change the fact that the infrastructure of the *local roads cannot cope* with the volume of Lorries that will be visiting the Grundon site, these roads are already struggling to cope as it is (A259 – Yapton Road junction – A27 -Walberton - A29 - Barnham – Yapton)

The Flying Fortress, Northern Grainstore, Ford Airfield, Ford, Arundel, West Sussex, BN13 0HY

Tel: [REDACTED] Fax [REDACTED]

Email: [REDACTED] www.flying-fortress.co.uk

Directors: Viola Roberts, Andy Roberts

Registered Office: 110 Felpham Way, Felpham, Bognor Regis,

Registered Office No. 4925138 / VAT No. 254634274

There have already been deaths over recent years and sadly I can see an *increase in serious or fatal accidents* on these roads if the present plans are allowed to go ahead.

There are also the issue's concerning the local residential area's with firstly, the *health risks* the Grundon's site will bring and of course secondly, the value of residents home's will certainly be affected.

Grundon stated that the Flying Fortress as a business did not have any specific issues concerning the impact on our business, which of course is *completely incorrect*.

I believe that The Flying Fortress *will suffer gravely* as a business due to these plans as customers will stop visiting due to the reduced car parking facilities causing *increased dangers* surrounding the Centre and even more so the *health issues* that parents feel they will be facing due to the fallout from the incinerator. We are already hearing conversations between customers stating they will have to find somewhere else to meet if Grundon's waste incinerator gets the go ahead, I believe if Grundon's planning permission is sanctioned this will be a *disaster* for the Flying Fortress.

I would like to close my letter with two very important questions, which I feel really needs to be answered;

1. *Who* will be held *responsible* for any *serious injuries or at worst deaths* that occur around our play centre or on the local roads leading to us?
2. *Who* will be held *responsible* and pay the Flying Fortress the *compensation* it will be due when it takes a massive *drop* in gross annual income or at the *worst the business folds*.

I look forward to your early response.

Yours Faithfully



Ian Wilkinson
Senior Manager
The Flying Fortress