

1.0 Landscape and Visual Impact Assessment Addendum

1.1. Introduction

The following provides an addendum to the Landscape and Visual Impact Assessment (LVIA) submitted within Chapter 7 of the Environmental Statement (ES) for The Landings (ref: F/4/20/OUT) at Ford Airfield in Arun District Council, West Sussex.

This document provides an additional cumulative assessment regarding the consented Grundon Circular Technology Park (ref: WSCC/096/13/F), that will hereto be referred to as Scheme Q, following post-submission comments received by West Sussex Council. Scheme Q is located upon the existing Grundon site located immediately east of The Development, as illustrated on Barton Willmore drawing Figure 2.1A: Cumulative Schemes Plan.

Scheme Q proposes an energy from waste development with buildings up to 22m in height and a dual-stack up to 50m in height located in the south of the Grundon site.

1.2. Cumulative Effects

Chapter 7 within the submitted ES assessed the likely significant effects of the Development on the environment in respect of landscape and visual effects. This addendum concentrates on the cumulative effects of Ford Airfield with scheme Q, Grundon Circular Technology Park (ref: WSCC/096/13/F). The methodology for the cumulative assessment is set out within submitted Chapter 7 of the ES alongside its appendices and associated figures. To avoid repetition, cross-reference to the submitted ES document will be used where relevant for this assessment.

Drawing 5949_127 illustrates the cumulative ZTV of the Development with scheme Q (Grundon). This ZTV indicates that there would potentially be large areas in the open countryside around Yapton and Ford where both these developments would be seen together. However, scheme Q has more visibility in the east and west of the study area in comparison with the Development due to the 50m high stacks associated with Grundon.

1.2.1. Receptors assessed

As para 7.192 outlines within the submitted ES, landscape and visual receptors that are considered to receive effects of Low-Negligible or Negligible magnitude (both localised and overall) within the assessment for the Development are not included in this assessment.

1.2.2. Cumulative Effects on Landscape Character

The following landscape character areas are judged within Chapter 7 of the ES to receive Low magnitude or greater effects (locally or overall) as a result of the Development, and are therefore assessed for cumulative effects:

- LCA 29: North of Yapton Coastal Plain; and
- LCA 31: Climping Lower Coastal Plain.

LCA 29: North of Yapton Coastal Plain

The Development and scheme Q (Grundon) are located within this character area. The effect of the Development alone is assessed at para 7.118 within the submitted ES as ranging from High magnitude and Major-Moderate significance in the immediate vicinity of the Site to Medium magnitude and Moderate-Minor significance overall.

Development of scheme Q (Grundon) would be located immediately adjacent to the Site. The scheme would introduce additional large-scale industrial buildings to those already extant in the area (within Grundon and the Site). As scheme Q is significantly taller than Ford Airfield, the Development will not screen the proposed scheme, although will be synonymous with it due to proximity. Although the character area already has characteristics of industry and large-scale sheds, the dual stack of scheme Q will be a significant new addition. Overall, Scheme Q in combination with the Development will produce Large scale effects across a Wide extent of the character area, including the higher sensitivity area in the north-west of the LCA. Permanent effects will be High magnitude and Major-Moderate. As scheme Q is a taller development introducing a new stack element to the character area, the additional effects are created by scheme Q alone, rather than the Development.

LCA 31: Climping Lower Coastal Plain

No scheme is located within this character area with the Site being the closest to receptor. The effect of the Development alone is assessed at para 7.130 within submitted ES as ranging from Medium-Low magnitude and Moderate-Minor significance in the fields adjacent to the Site to Negligible magnitude and Negligible significance overall.

Development of scheme Q (Grundon) located outside the LCA will have localised effects upon the north-west of the LCA. The stacks would be visible above the Development having an industrial influence across the LCA beyond that of the Development on its own. Therefore, a greater area of the LCA would be affected by the combined development of scheme Q and the Site resulting in Medium scale effects across an Intermediate extent of the character area. Permanent effects will be Medium magnitude and Moderate significance overall.

1.2.3. Cumulative Effects on Settlement Pattern and Context

The effect of the Development on settlement pattern and context is outlined from para 7.136 within the submitted ES.

Development of scheme Q would enhance the industrial, large-scale character of Ford Airfield with buildings up to 22m in height, and a stack up to 50m high. However, Scheme Q would not reduce or effect existing residential settlement pattern and associated gaps.

1.2.4. Cumulative Effects on Visual Receptor Groups

The assessment considers two types of cumulative visual effect, namely effects arising from combined and sequential views. These comprise:

- Combined views 'which occur where the observer is able to see two or more developments from one viewpoint'. Combined visibility may either be in combination (where several developments are within the observer's arc of vision at the same time) or in succession (where the observer has to turn to see the various developments); and

- Sequential views which ‘occur when the observer has to move to another viewpoint to see different developments’.

This section assesses the anticipated cumulative visual effects arising from the proposal in combination with the existing and approved developments, and the Development. The main linear routes that share combined intervisibility in the study area are then summarised to anticipate the likely sequential views.

The following groups are judged earlier in this chapter to receive Low magnitude or greater effects (locally or overall) as a result of the Development, and are therefore assessed for cumulative effects:

- Users of public rights of way through former airfield;
- Residents of, and visitors to, adjacent streets to Site in Burndell;
- Residents of, and visitors to, adjacent streets to Site in Ford (including Ford Lane and Rodney Crescent);
- Residents of, and visitors to, Horsemere Green Lane;
- Residents of, and visitors to, adjacent streets to Site in Ford; and
- Residents of, and visitors to Yapton and users of public footpaths and local roads north and south of village.

Users of public rights of way through former airfield

Both the Development and scheme Q are close to this receptor group having public rights of way that pass through or adjacent to the cumulative sites. The effect of the Development alone is assessed at para 7.151 within the submitted ES as High magnitude and Major significance.

Development of scheme Q would further enhance the magnitude of change, particularly in views from public rights of way in the north and east of the airfield. Given that the Development already produces a High magnitude of change and Major significance, combined effects with scheme Q would not result in additional cumulative effects to receptors along these rights of way.

Residents of, and visitors to, adjacent streets to Site in Burndell

The closest scheme is the Development which wraps around this receptor group. Scheme Q is located to the north-east of this receptor, behind the Development. The effect of the Development alone is assessed at para 7.153 within the submitted ES as High-Medium magnitude and Major to Major-Moderate significance where there is visibility.

Development of Scheme Q will produce limited additional visual effects given that the Development wraps around the visual receptors at Burndell. There may be glimpsed views between proposed buildings and vegetation towards the stacks, but this would not result in any additional combined effect than the Development on its own.

Residents of, and visitors to, Horsemere Green Lane

The Development is the closest cumulative site to the receptor group. The effect of the Development alone is assessed at para 7.156 within the submitted ES as Medium magnitude and Major to Major-Moderate significance.

Development of Scheme Q will produce limited additional visual effects to this receptor group given that the Development is closest to the receptor. There may be glimpsed views between proposed buildings and vegetation towards the stacks, but this would not result in any additional combined effect than the Development on its own.

Residents of, and visitors to, adjacent streets to Site in Ford (including Ford Lane and Rodney Crescent)

Scheme Q is the closest cumulative site to the receptor group. The effect of the Development alone is assessed at para 7.158 within the submitted ES as High-Medium magnitude and Major to Major-Moderate significance.

Development of Scheme Q will produce additional visual effects to the visual receptors at Ford with further large-scale buildings and 50m high stacks adjacent to the employment area as part of the Development, that would be seen in combination. The combined cumulative effect will produce Large scale of effects across an Intermediate extent of this visual group. Permanent effects will be High magnitude and Major significance. As scheme Q proposes a taller scheme the additional visual effects are created by scheme Q, rather than the Development.

Residents of, and visitors to Yapton and users of public footpaths and local roads north and south of village

The Development is the closest cumulative site to the receptor group. The effect of the Development alone is assessed at para 7.160 within the submitted ES as ranging from Medium-Low magnitude and Moderate significance before planting matures reducing to Low - Negligible magnitude and Minor-Negligible significance.

Development of Scheme Q will produce additional visual effects to the receptor group that would be seen in combination with the Development (from Ford Lane and public footpaths) where the stacks of scheme Q will be seen rising above the Development. Scheme Q in combination with the Development will produce Medium scale of effects across an Intermediate extent of this visual group. Permanent effects will be Medium magnitude and Major-Moderate significance. The height of the stacks related to scheme Q mean that these features cannot be mitigated by planting, therefore the Permanent effects created by the cumulative scenario is generated by scheme Q, rather than the Development.

1.2.5. Cumulative Effects on Key Routes

The following routes are judged earlier in this chapter to receive Low magnitude or greater effects (locally or overall) as a result of the Development, and are therefore assessed for cumulative effects:

- National Cycle Route 2;
- West Coastway Railway Line; and
- A259

National Cycle Route 2

The closest scheme to this receptor is The Development. The Development and Scheme Q would be visible from the route. The effect of the Development alone is assessed at para 7.166 within the submitted ES as Low magnitude and Minor significance.

Development of Scheme Q will produce additional visual effects where the stacks would be visible above and between intervening vegetation, as well as the Development. Users of this route would experience a cumulative effect of Medium scale from a Limited extent of the route. Permanent effects will be of Medium-Low magnitude and Moderate significance.

West Coastway Railway Line

The closest scheme to this receptor is the Development located immediately south of Ford Lane. The effect of the Development alone is assessed at para 7.169 as ranging from Medium-Low magnitude and Moderate-Minor significance before planting matures to Low magnitude and Minor significance.

Development of Scheme Q will have additional visual effects on the receptor generally from the train carriage travelling east facing south of the line. Scheme Q and the Development would be seen in combination with the stacks of scheme Q seen rising above the Development. Users of this route would experience a cumulative effect of High-Medium scale from a Limited extent of the route. Permanent effects will be of Medium magnitude and Moderate significance. The height of the stacks related to scheme Q mean that these features cannot be mitigated by planting, therefore the Permanent effects created by the cumulative scenario is generated by scheme Q, rather than the Development.

A259

The closest scheme to this receptor is the Development. The effect of the Development alone is assessed at para 7.172 as Low magnitude and Minor significance.

Development of Scheme Q will produce additional visual effects where the stacks would be visible above and between intervening vegetation, as well as the Development itself. Users of this route would experience a combined cumulative effect of Medium scale from a Limited extent of the route. Permanent effects will be of Medium-Low magnitude and Minor significance.

1.2.6. Specific Viewpoints

No specific viewpoints (panoramic, designed or designated views) have been identified that require assessment.

1.2.7. Effects on Designated Landscapes

As outlined within Chapter 7 of the submitted ES, the assessed effect on the National Park from the Development alone was Negligible significance and neutral (para 7.076), cumulative effects are therefore not assessed in further detail as outlined in para 7.192.

1.3. Conclusion

In most instances, there is judged to be an additional cumulative effect with the delivery of the Development and scheme Q (Grundon). With regards to visual receptors, cumulative

effects are found away from close distance receptors to Development, where the stacks from scheme Q are visible above the former.

Greater effects than for the Development alone would arise on the following receptors scheme Q and the Development were developed:

- Wide areas of LCA: 29 North of Yapton Coastal Plain;
- Intermediate areas of LCA: 31 Climping South Coastal Plain;
- Intermediate areas of public rights of way and local roads of Ford;
- Intermediate areas of public rights of way and local roads north of Yapton;
- Medium scale effects to National Cycle Route 2;
- Medium scale effects to West Coast Railway; and
- Medium scale effects to A259.



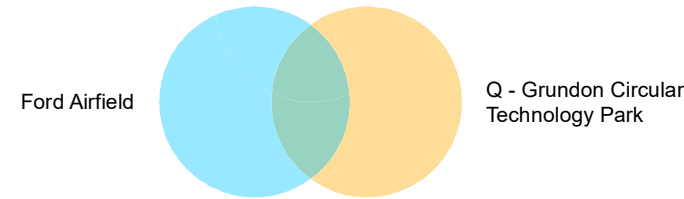
LEGEND

- Site boundary
- Distance from site boundary (1, 2, 3, 4 and 5km)
- Settlement
- Woodland

Cumulative sites

- Q - Grundon Circular Technology Park

Zone of Theoretical Visibility
(Heights for cumulative schemes taken from planning application details where available)



This drawing is based upon computer generated Zone of Theoretical Visibility (ZTV) studies produced using the viewshed routine in the ESRI ArcGIS Suite. The areas shown are the maximum theoretical visibility, taking into account topography, principal woodlands and settlements, which have been included in the model with the heights obtained from Nextmap 25.

The model does not take into account any localised features such as small copses, hedgerows or individual trees and therefore still gives an exaggerated impression of the extent of visibility. The actual extent of visibility on the ground will be less than that suggested by this plan.

The ZTV includes an adjustment that allows for Earth's curvature and light refraction. It is based on Nextmap 25 terrain data and has a 25m² resolution.

LDA DESIGN

PROJECT TITLE
FORD AIRFIELD

DRAWING TITLE
Figure 7.27:
Cumulative Zone of Theoretical Visibility Study, including settlements & woodlands - Scheme Q

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No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Sources: Ordnance Survey, NextMap25