

**FORD ENERGY RECOVERY FACILITY AND
WASTE SORTING AND TRANSFER FACILITY,
FORD CIRCULAR TECHNOLOGY PARK**



ENVIRONMENTAL
STATEMENT
CHAPTER 5
ENVIRONMENTAL
ISSUES AND
METHODOLOGY

5 Environmental issues and methodology

Introduction

- 5.1 This chapter explains the identification of the environmental issues considered and outlines the overall approach taken to the EIA. Specific methodologies for each of the specialist studies are given in the relevant topic chapters.

The scope of the EIA

- 5.2 Scoping is the identification of the range of significant issues likely to arise as a result of the proposed development. Scoping also ensures that significant issues are addressed in detail, while those of lesser relevance are considered accordingly. This is an important exercise, undertaken at an early stage of the EIA process, which allows effort to be concentrated on significant issues and avoids unnecessarily complicated examination of minor ones.
- 5.3 Terence O'Rourke Ltd undertook a scoping exercise and produced an EIA scoping report in January 2020. This document provided a summary of the proposals, identified the potential main environmental effects to be addressed within the EIA and scoped out issues that did not require consideration.
- 5.4 The following factors influenced the breadth of the scoping exercise, and so the EIA:
- The scale and nature of the project
 - The physical characteristics of the proposals
 - Application site characteristics
 - Neighbouring land uses
 - Environmental designations
- 5.5 A copy of the EIA scoping report accompanied the EIA scoping opinion request made to WSCC. A number of statutory bodies and non-statutory organisations were also consulted (table 5.1).

WSCC: Planning, Ecology, Flooding and Drainage, Archaeology / Heritage, Landscape, Rights of Way, Tree Officer, Highways

Natural England

Environment Agency

Historic England

South Downs National Park Authority

Arun District Council: Planning and Environmental Health

Public Health England

Southern Water

National Air Traffic Services

Ford Parish Council

Lyminster and Crossbush Parish Council

Yapton Parish council
Climping Parish Council
Goodwood Aerodrome
Redrow Homes Southern Counties and Wates Developments Ltd Barton Willmore
National Planning Casework Unit
Table 5.1: Scoping consultees

5.6 A copy of the EIA scoping report (including details of the scoping methodology), the responses from the consultees and the council’s formal scoping opinion can be found in technical appendix A.

Key issues identified during scoping

5.7 Responses were received from a number of the organisations consulted and as a result some additional potential issues were identified. A summary of the key issues raised is provided in table 5.2 and these are set out in full in technical appendix A. In accordance with the requirements of the EIA Regulations, the ES has been based on the scoping opinion and technical appendix A includes signposting for where issues raised in the opinion are addressed in the ES.

Topic	Key issues identified in the scoping report	Additional issues raised during consultation
Air quality and climate	<ul style="list-style-type: none"> • Generation of emissions from process plant post-construction • Increased nitrogen and acid deposition at designated nature conservation sites as a result of process plant emissions • Increase in dust during construction and effects on air quality and local amenity • Effect on greenhouse gas emissions 	<ul style="list-style-type: none"> • Road traffic emissions • In-combination effects • Impacts resulting from the overlap of construction and operational activities • Odour impacts during operation • Dust impacts during operation • Separate ES chapter for carbon and greenhouse gas emission assessment
Community, social and economic effects	<ul style="list-style-type: none"> • Effects on health post-construction 	<ul style="list-style-type: none"> • Separate chapter for health issues • Potential impacts on housing supply, education, local services, microclimate (over shadowing) and tourism
Cultural heritage	<ul style="list-style-type: none"> • Impact on archaeological remains on site during construction • Change to settings of scheduled monuments in the vicinity of the site during and post-construction • Change to settings of listed buildings in the vicinity of the site during and post-construction • Change to settings of conservation areas in the vicinity of the site during and post-construction • Impact on Ford Airfield military structures during construction 	<ul style="list-style-type: none"> • Heritage visual impact assessment • Impact on conservation areas and scheduled monuments further afield (e.g. Lyminster Conservation Area, Tortington Priory SM and the elevated heritage ridge line of Arundel to the north) • Archaeological assessment to include above / below ground military structures, below ground remains of the Portsmouth to Arundel Canal, below ground prehistoric or

Topic	Key issues identified in the scoping report	Additional issues raised during consultation
		Roman remains and geoarchaeology <ul style="list-style-type: none"> • Impacts on non-designated features of historic / architectural / archaeological or artistic interest • Indirect effects of construction traffic on heritage assets
Ground conditions	<ul style="list-style-type: none"> • It is proposed that ground conditions is not scoped into the EIA 	<ul style="list-style-type: none"> • Ground conditions to be scoped into the ES. • Phase 1 investigation, including coverage of legacy fuel tank, potential for creation of preferential pathways, groundwater levels, and how unknown contamination will be dealt with
Land use and land take	<ul style="list-style-type: none"> • It is proposed that land use and land take are not scoped into the EIA 	<ul style="list-style-type: none"> • None
Landscape, townscape and visual effects	<ul style="list-style-type: none"> • Change to landscape character of the site and effects on surrounding landscape character areas • Change to sensitive views, including from designated landscapes 	<ul style="list-style-type: none"> • Assessment to include built structures, lighting and plumes and effects on skyline, topography, over shadowing and views • Visual impact of HGVs travelling to / from the site
Major accidents / disasters	<ul style="list-style-type: none"> • It is proposed that major accidents / disasters are not scoped into the EIA 	<ul style="list-style-type: none"> • None (measures to reduce risk of accidents arising from site operations is covered in the proposals chapter of the ES)
Natural heritage	<ul style="list-style-type: none"> • It is proposed that increased nitrogen and acid deposition at designated nature conservation sites as a result of process plant emissions is covered in the air quality chapter of the ES 	<ul style="list-style-type: none"> • Natural heritage to have a defined chapter in the ES. • Indirect impacts on air, water, noise and light to be considered • Impacts on internationally, nationally and locally designated sites to be assessed • Include an ecological appraisal • Biodiversity impacts must be assessed and biodiversity net gain demonstrated
Noise and vibration	<ul style="list-style-type: none"> • Generation of noise during site preparation and construction • Generation of plant and activity noise post-construction 	<ul style="list-style-type: none"> • Potential vibration impacts to be assessed • Overlap of construction and operation impacts of noise and vibration • Noise and vibration impacts from HGV traffic
Traffic and transport	<ul style="list-style-type: none"> • It is proposed that traffic and transport are not scoped into the EIA 	<ul style="list-style-type: none"> • Traffic and transport to be scoped into the ES • Updated baseline to be included, reflecting local growth and approved and current development • Impact on non-motorised users

Topic	Key issues identified in the scoping report	Additional issues raised during consultation
		<ul style="list-style-type: none"> • Opportunities for increasing sustainable transport modes
Waste and natural resources	<ul style="list-style-type: none"> • It is proposed that waste and natural resources are not scoped into the EIA 	<ul style="list-style-type: none"> • None
Water environment	<ul style="list-style-type: none"> • Pollution of surface water during construction • Pollution of groundwater during construction • Change in groundwater hydrology / recharge during construction 	<ul style="list-style-type: none"> • Hydrological risk assessment • Risk to controlled waters

Table 5.2: Key issues identified during scoping

Assessment methodology

Introduction

- 5.8 An environmental effect is an alteration, positive or negative, to some aspect of the environment that occurs as a result of a proposed development. It is essential that the EIA methodology is comprehensive and focused. It must predict and measure the degree of effect and identify mitigation requirements. The method used should be objective, consistent and adaptable, and as free from analytical bias as possible.
- 5.9 It is important that the assessment methodology distinguishes between the sensitivity of the receptors and the type and size of the change that will affect them, either directly or indirectly. It is also important that the ES is clear and effective in communicating the results of the assessment to the determining planning authority, the general public and professionals involved with appraising the development proposals.

Guidance and best practice

- 5.10 The methodologies used for the assessment of specific issues are discussed in the relevant chapters of this ES. Where appropriate, use has been made of published guidance and information on best practice, and the Ministry of Housing, Communities and Local Government's (MHCLG) web-based National Planning Practice Guidance: *Environmental Impact Assessment* (updated 2019). The guidance has been considered in conjunction with the EIA Regulations.

Difficulties in compiling information

- 5.11 The EIA Regulations require that the ES should include an indication of any difficulties (technical deficiencies or lack of knowledge) encountered by the applicant in compiling the required information, together with the main uncertainties involved. Where such difficulties and uncertainties have been experienced, they are discussed in the relevant ES topic chapters and / or technical appendices. Of particular relevance is the coronavirus (COVID-19) pandemic that has affected some of the baseline study work.

The extant consent

- 5.12 In 2015, Grundon Waste Management Ltd secured planning permission for an energy from waste facility and a materials recovery facility, known as the Circular Technology Park (application reference: WSCC/096/13/F). The application was

subject to EIA and was accompanied by an ES that was written in October 2013 and an ES Addendum that was prepared in November 2013. While the approved facilities have not been built, the permission has been implemented and the site currently operates as a WTS that usually handles about 20-25,000 tonnes per annum (tpa).

- 5.13 The main focus of this EIA is on the effects of the proposed development. However, the extant consent for the site represents a theoretical alternative development scenario or fall-back position with its own potential effects. The ES topic chapters therefore also summarise the potential effects of the consented scheme for comparative purposes.
- 5.14 The 2013 ES and ES addendum provide an assessment of the effects of the permitted proposals. For the purposes of comparatively assessing the fall-back position no adjustment has been made to the baseline of the 2013 assessment, unless it was considered necessary by the technical specialists. The conclusions set out in the 2013 ES have therefore been cross-referenced where possible and if not possible, an explanation provided as to why a different approach has been taken.
- 5.15 Planning permission was also granted in August 2019 for a new access road that has replaced the previous one-way circulation system (application reference: WSCC/027/18/F). The permission also increased the permitted heavy goods vehicle (HGV) movements to / from the site and amended the approved waste delivery hours. Construction of the road was completed in December 2019 and vehicles no longer use Rollaston Park Road to access the site or the private access road to the north of Rodney Crescent to egress onto Ford Road. The access road application was also subject to EIA and accompanied by an ES (May 2018). An additional assessment of this application is not required as the road is currently in use, although not for the full number of movements permitted, and forms part of the baseline for the proposed development.

Connection to the National Grid

- 5.16 The proposed ERF will export the majority of the power generated to the National Grid. The local distribution network operator (Scottish and Southern Electricity (SSE)) will be responsible for connecting the ERF to the National Grid. It will also be responsible for obtaining any permissions or permits required to develop the necessary connection infrastructure. As such the planning application boundary does not include the grid connection route from the proposed development site to the existing substation to the north of Arundel Road / A27 near Crockerhill, which is the closest available point of connection for the ERF. However, consideration of the potential effects resulting from the construction of the connecting cablework have been considered in the ES (no effects are considered to arise during operation as the cables will be underground).
- 5.17 For the purposes of the assessment the 12.1 km connection route indicated by SSE in correspondence with Ford EfW Limited in April 2020 has been assessed (please note that the precise detail of the route will be determined by SSE once planning permission is secured and will be subject to its own future survey and assessment). As shown in figure 5.1 the cable route would route from the

proposed development site, along the access road and then north along Ford Road as far as the junction with Ford Lane. The cable would run west all the way along Ford Lane, then north along North End Road / B2132 / Yapton Lane until it joins the A27 / Arundel Road. The cable would then route for approximately 5.5 km westwards along the A27 / Arundel Road, as far as Eartham Lane at Crockerhill. From the junction of Arundel Road and Eartham Lane, the cable would route approximately 300m north and the Crockerhill sub-station is just on the left. For the purposes of the assessment, it has been assumed that all cable laying activities would take place within existing roads and pathways that are part of the public highway. Where the cable route crosses the existing railway line at North End it is assumed directional drilling will be undertaken in consultation with Network Rail.

Cumulative effects

- 5.18 The potential for cumulative effects with other proposed and consented developments, plus some sites allocated in the Arun Local Plan that are in the vicinity of the proposed site has been assessed for each environmental topic where relevant (see individual topic chapters). The projects in table 5.3 have been included in the cumulative effects assessment. The locations of these cumulative projects are shown on figure 5.2. Not all projects are relevant to all of the environmental topics; the projects that have been considered are clarified in each assessment.
- 5.19 For the purposes of the cumulative effects assessment, information on the construction and operational timescales has been sought for the projects in table 5.3 where available and compared with the proposed construction and operational timescale for the proposed ERF and WSTF. Publicly available information for each project was also sought and utilised for the assessment where available.
- 5.20 The assessment of cumulative effects has involved the consideration of any residual effects (i.e. those that remain following effective design and mitigation) identified during the main assessment (i.e. the assessment of the construction and post-construction effects of the proposed facilities on the existing baseline). For the main assessment, only those effects graded 'moderate' and above are considered to be significant. For the purposes of the cumulative effects assessment, those residual effects graded 'slight', 'moderate', 'substantial' and 'very substantial' were included. Residual effects graded as 'negligible' were not considered to have the potential to lead to significant cumulative effects and were therefore excluded.
- 5.21 In addition to the consideration of other schemes, the temporary cumulative effects associated with the overlap of the newly operational WSTF with the construction and commissioning of the ERF have been assessed. Details on commissioning activities and their likely duration are set out in the proposals chapter.

Application reference	Date of approval	Description
F/4/20/OUT (part of SD8 allocation) (Site 1 on figure 5.2)	Current application / undecided	Land at Ford Airfield, Ford – Outline planning application (with all matters reserved except for access) for the development of up to 1,500 dwellings (Use Class C3), 60-bed care home (Use Class C2), up to 9,000 sqm of employment floorspace (Use Classes B1), local centre of up to 2,350 sqm including up to 900 sqm retail / commercial (Use Classes A1-A5) and 1,450 sqm community / leisure floorspace (Use Classes D1-D2), land for a two-form entry primary school (Use Class D1), public open space, allotments, new sports pitches and associated facilities, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works, including demolition of existing buildings and part removal of existing runway hardstanding. This application affects a Public Right of Way. This application is the subject of an Environmental Statement. This application may affect the setting of a Listed Building. This application falls within CIL Zone 1 - Zero Rated. For further information go to: www.arun.gov.uk
SD8 allocation only (Site 2 on figure 5.2)	N/A – local plan allocation only	Remaining part of the Ford strategic housing allocation (site SD8 in policy H SP2c of the adopted Arun Local Plan). For further information go to: www.arun.gov.uk
F/5/20/PL (Site 3 on figure 452)	Current application / undecided	Ford Airfield Market, West Sussex, BN18 0FL Reconfiguration of Ford Market, including revised market access, hardstanding for replacement vehicular parking and associated infrastructure, landscape, ancillary and site preparation works. For further information go to: www.arun.gov.uk
CM/1/17/OUT (Site 4 on figure 5.2)	Refused / Appealed Allowed, September 2018	Land West of Church Lane and South of Horsemere Green Lane, Climping – Outline application for the erection of up to 300 dwellings and ancillary development comprising open space, a building within use class D1 (Non- Residential Institutions) of up to 875 square metres net, a building for A1 (Shops) use having a floor area of up to 530 sq. metres net, together with open space & ancillary works, including car parking and drainage arrangements, with appearance, landscaping, layout & scale wholly reserved for subsequent approval. The access detail, showing the points of access to the development, are indicated on Bellamy Roberts drawings numbered 4724/004 & 4724/005. All other access detail within the site to be determined as a reserved matter at a later stage. For further information go to: www.arun.gov.uk
Y/91/17/OUT (Site 5 on figure 5.2)	Approved, April 2019	Land at Bilsham Road, Yapton – Outline application for the development of up to 250 residential dwellings (Class C3), vehicular access, public open space, ancillary works and associated infrastructure. Departure from the Development Plan. For further information go to: www.arun.gov.uk
Y/92/17/OUT (Site 6 on figure 5.2)	Approved, May 2019	Land east of Drove Lane Yapton, BN18 0EB - Outline application with all matters reserved save access, for up to 300 dwellings, link road, surface drainage, open space and landscaping. Departure from the Development Plan and Access route is within the Yapton (Main Road) Conservation Area. For further information go to: www.arun.gov.uk

Application reference	Date of approval	Description
Option / Site F (Site 7 on figure 5.2)	N/A – preferred site only	Site supported by Arun District Council as the preferred option for a 10 form entry secondary school to support the local plan strategic allocations. For further information go to: www.arun.gov.uk
WSCC/037/19 (Site 8 on figure 5.2)	Application pending a decision*	T J Waste, Burndell Road, Yapton, Arundel, BN18 0HR Proposed Inert Waste Recycling Facility, with new building, hardstanding, car parking, boundary treatment and re-aligned access to the agricultural unit. Includes variation to approved site landscaping and use of internal spaces within the existing MRF. * Committee date 09/07/2019. This is an existing site, where planning committee recently resolved to grant planning permission for an extension (subject to a S106 routing agreement which is pending hence decision yet to be issued). For further information go to: www.westsussex.gov.uk
WSCC/049/18/LY (Site 9 on figure 5.2)	Approved May 2019	East of Lyminster village and between Toddington Nurseries and A284 Lyminster Road, Lyminster, Littlehampton Creation of a 1.1km highway, with shared cycleway and footway, Pegasus crossing, viaduct, culvert, wetland areas, balancing pond and swales, street lighting and associated works. For further information go to: www.westsussex.gov.uk
A/122/19/OUT (Site 10 on figure 5.2)	Approved March 2020	Land off Arundel Road Angmering BN16 4ET Outline application with some matters reserved for the erection of up to 160 dwellings with public open space, landscaping and sustainable drainage systems (SuDs), vehicular access point from Arundel Road; together with up to 1,393 square metres (15,000 square feet) of B1/B2 units with associated parking provision and vehicular access point from Arundel Road and land made available for expansion of current sports pitch provision (following the demolition of existing commercial units and one bungalow) (re-submission following A/36/18/OUT). For further information go to: www.arun.gov.uk
F/30/18/PL (Site 11 on figure 5.2)	Approved September 2019	Wicks Farm Ford Lane Ford BN18 0DF The proposal is on existing open arable land in a single field (9 ha) and includes: a balancing pond 4m deep, 2 large multispan polytunnels / greenhouses of approximately 2.5 ha in size and 7.5m high, 2 ancillary buildings 54m x 30m in size, 21 car parking spaces within the site to the south east corner, 3 HGV turning circles serving the ancillary buildings and a further 22 spaces, including 10 cycle parking spaces. The proposed use of the multispan tunnels are for the growing of strawberries and raspberries and the site would have 20 employees. For further information go to: www.arun.gov.uk
WA/44/17/OUT (Site 12 on figure 5.2)	Approved February 2018	Land east of Tye Lane Walberton Outline application for the erection of 175 No. dwellings, car parking including garages, internal access roads, footpaths, parking & circulation areas, hard & soft landscaping, allotments, play areas/equipment & community orchard & other associated infrastructure & engineering works. This application may affect the character & appearance of the Walberton Village Conservation Area. For further information go to: www.arun.gov.uk
LU/47/11/ LU/121/17/RES	Outline approved	Land north of Toddington Lane Littlehampton BN17 7PP

Application reference	Date of approval	Description
(Site 13 on figure 5.2)	January 2013 Reserved matters approved December 2017	Outline application with some matters reserved for mixed use development comprising: demolition of existing buildings and structures, up to 1,260 residential dwellings (out of a potential 1,460 dwelling masterplan), up to 13,000 sqm of B1 employment floorspace (including 3,000 sqm Enterprise Centre), up to 3,500 sqm of Class A local facilities, a 100 bed hotel, 60 bed care home, a new 2 Form Entry primary school, community centre, youth and leisure facilities, combined heat & power plant, extension to existing household recycling centre, landscaping, replacement and additional allotments, multi-functional green infrastructure including sports pitches (& associated changing facilities), informal open space, children's play areas, primary vehicular access from a new access from the A259 bridging over the railway line with additional access from Mill Lane & Toddington Lane. This application is the subject of an Environmental Impact Assessment and a departure from the development plan. This application affects a public right of way. Land North of Toddington Lane Parcel C1 & part Parcels B2, B4 & C2 - Approval of reserved matters following outline consent LU/47/11/ for construction of 126 No. dwellings together with internal road network, car parking & landscaping. For further information go to: www.arun.gov.uk
BN/122/19/EIS (Site 14 on figure 5.2)	Scoping opinion requested December 2019*	Land North of Barnham Road Eastergate Request for a formal scoping opinion for a residential development of up to 500 homes and a dedicated care home, public open space, associated infrastructure and works. Opinion to be provided by 17/01/20 but no scoping opinion on the Arun District Council planning register. For further information go to: www.arun.gov.uk

Table 5.3: Projects considered in the cumulative effects assessment

Determining the significance of effects

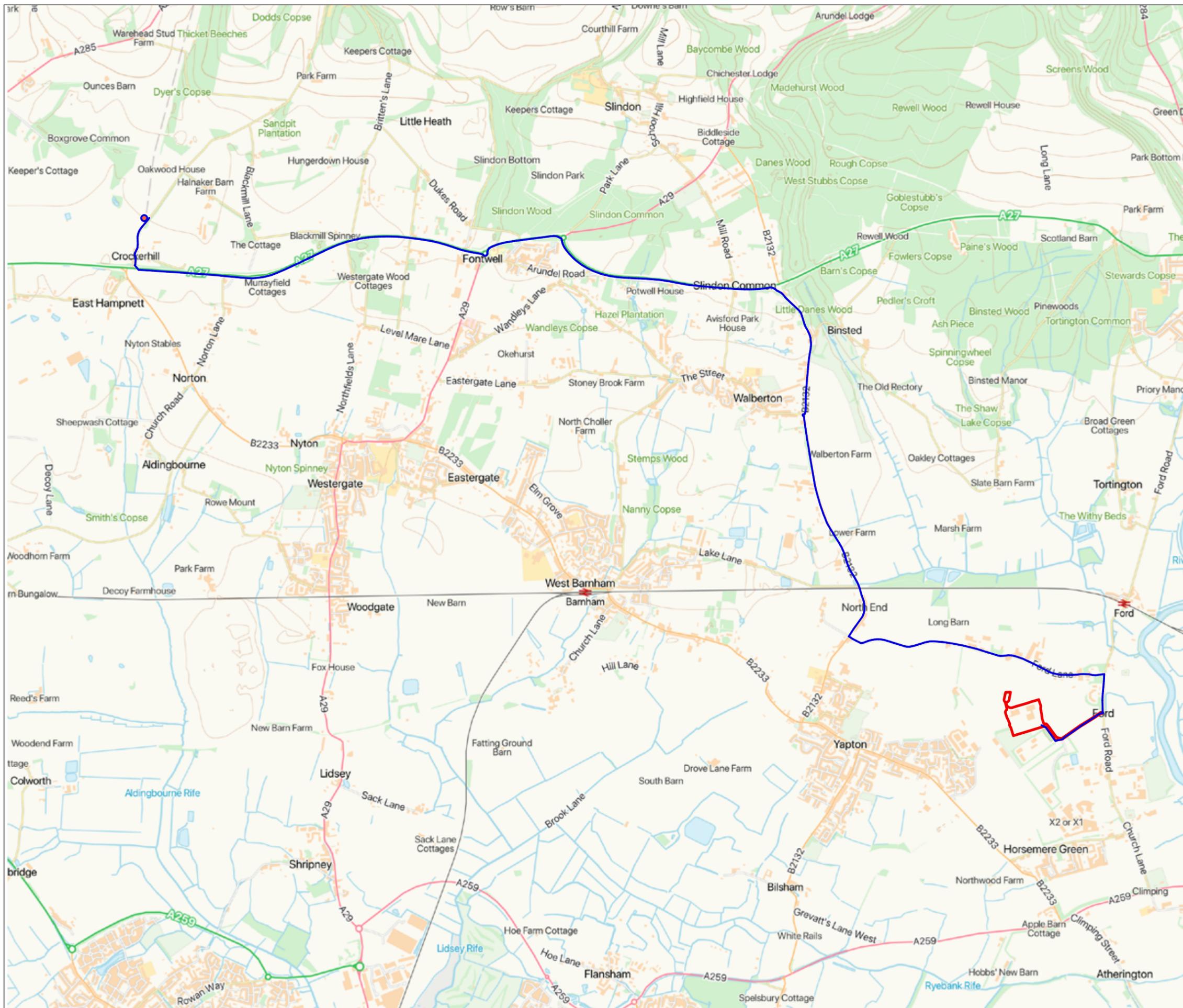
- 5.22 The evaluation of effect significance is fundamental to the EIA process. The degree of an effect determines the resources that should be deployed in avoiding or mitigating an adverse effect and identifies the actual value of a beneficial effect. As far as possible, standard words have been used to define degrees of effect (i.e. 'very substantial', 'substantial', 'moderate', 'slight' and 'negligible'), but not so rigorously as to stifle flexibility or particular individual requirements.
- 5.23 The degree of an effect is determined by the interaction of two factors: the magnitude, scale or severity of the impact or change, and the value, importance or sensitivity of the environmental resource being affected. This is then used to determine whether an effect is significant. If the degree of effect is moderate or above (including slight to moderate effects, as these contain elements of both slight and moderate and are therefore considered to be significant on a precautionary basis), then the effect is considered to be significant in EIA terms. Slight or negligible effects are not considered to be significant for the purposes of the EIA.
- 5.24 Sensitivity and magnitude categories have been developed for the environmental topics, based on a combination of best practice guidance and expert judgement. These are provided in the specialist topic chapters. Assumptions

made during the assessment process have been reported in the text. Figure 5.3 shows the general matrix used to determine the degree of each identified effect, and thus whether it is significant. This matrix has been developed by Terence O'Rourke Ltd and is used in the assessment of the various environmental impacts to enable meaningful comparisons to be made. Where assessments depart from this methodology to accord with other best practice requirements, the revised methodologies are fully explained in the relevant chapters.

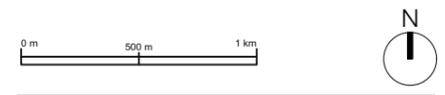
- 5.25 The assessment of the potential effects also takes account of timescale, permanence and whether the effects are adverse or beneficial, as appropriate (for example, 'a long term but reversible, substantial, significant adverse effect').

Identification of mitigation measures, monitoring and residual effects

- 5.26 The results of the assessment of significance have helped to guide the mitigation measures proposed. At the end of each of the environmental assessments, where relevant, there is a 'residual effects' table, which summarises the significant environmental effects remaining after mitigation. This includes a measure of the confidence placed in the prediction of each potential residual effect, such as 'absolute', 'reasonable' or 'limited'. Where appropriate, measures to monitor significant adverse residual effects have been identified.



- Key
- Site boundary
 - Chichester 33 kV connection point
 - Likely grid connection route (12.1 km)



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1. F/4/20/OUT (part of SD8 allocation)
 Land at Ford Airfield, Ford – current planning application (F/4/20/OUT (part of SD8 allocation) for up to 1,500 dwellings, 60-bed care home, up to 9,000 sqm of employment floorspace, local centre including retail, commercial, community /leisure facilities, land for a primary school, public open space, allotments, new sports pitches and associated facilities, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works

2. Remaining part of SD8 allocation
 Remaining part of SD8 allocation only - remaining part of the Ford strategic housing allocation (site SD8 in policy H SP2c of the adopted Arun Local Plan)

3. F/5/20/PL
 Ford Airfield Market, Ford – current planning application (F/5/20/PL) for the reconfiguration of Ford Market, including revised market access, hardstanding for replacement vehicular parking and associated infrastructure, landscape, ancillary and site preparation works

4. CM/1/17/OUT
 Land West of Church Lane and South of Horsemere Green Lane, Climping – permission (CM/1/17/OUT) for up to 300 dwellings, open space, a non-residential Institution, a building for shops, open space, car parking and drainage arrangements

5. Y/91/17/OUT
 Land at Bilsham Road, Yapton – permission (Y/91/17/OUT) for the development of up to 250 residential dwellings, vehicular access, public open space, ancillary works and associated infrastructure

6. Y/92/17/OUT
 Land east of Drove Lane Yapton – permission (Y/92/17/OUT) for up to 300 dwellings, link road, surface drainage, open space and landscaping

7. Option/Site F
 Supported by Arun DC as the preferred option for a 10 form entry secondary school to support the local plan strategic allocations

8. WSCC/037/19
 T J Waste, Burndell Road, Yapton, Arundel - Proposed Inert Waste Recycling Facility, with new building, hardstanding, car parking, boundary treatment and re-aligned access to the agricultural unit. Includes variation to approved site landscaping and use of internal spaces within the existing MRF

9. WSCC/049/18/LY
 East of Lyminster village and between Toddington Nurseries and A284 Lyminster Road, Lyminster, Littlehampton - Creation of a 1.1km highway, with shared cycleway and footway, Pegasus crossing, viaduct, culvert, wetland areas, balancing pond and swales, street lighting and associated works.

10. A/122/19/OUT
 Land off Arundel Road Angmering - Outline application with some matters reserved for the erection of up to 160 dwellings with public open space, landscaping and sustainable drainage systems (SuDs), vehicular access point from Arundel Road; together with up to 1,393 square metres (15,000 square feet) of B1/B2 units with associated parking provision and vehicular access point from Arundel Road and land made

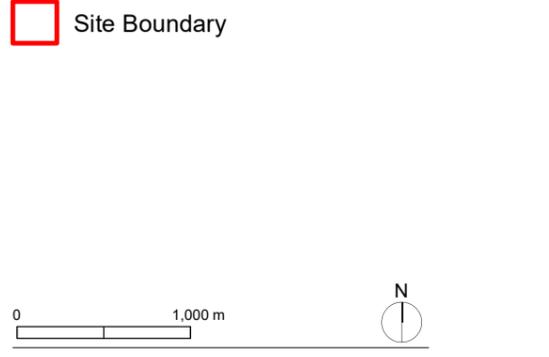
available for expansion of current sports pitch provision (following the demolition of existing commercial units and one bungalow) (re- submission following A/36/18/OUT).

11. F/30/18/PL
 Wicks Farm Ford Lane Ford - The proposal is on existing open arable land in a single field (9 ha) and includes: a balancing pond 4m deep, 2 large multispans polytunnels / greenhouses of approximately 2.5 ha in size and 7.5m high, 2 ancillary buildings 54m x 30m in size, 21 car parking spaces within the site to the south east corner, 3 HGV turning circles serving the ancillary buildings and a further 22 spaces, including 10 cycle parking spaces. The proposed use of the multispans tunnels are for the growing of strawberries and raspberries and the site would have 20 employees.

12. WA/44/17/OUT
 Land east of Tye Lane Walberton - Outline application for the erection of 175 No. dwellings, car parking including garages, internal access roads, footpaths, parking & circulation areas, hard & soft landscaping, allotments, play areas/equipment & community orchard & other associated infrastructure & engineering works. This application may affect the character & appearance of the Walberton Village Conservation Area.

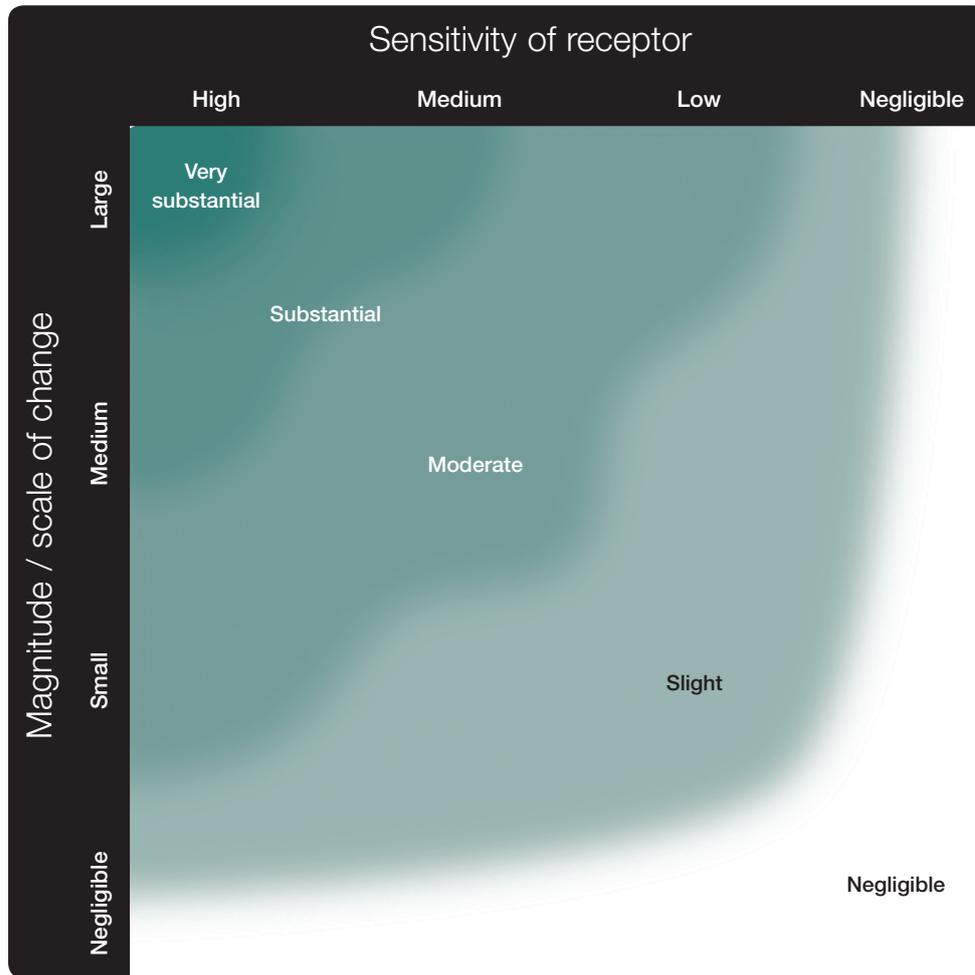
13. LU/47/11 and LU/121/17/RES
 Land north of Toddington Lane Littlehampton - Outline permission with some matters reserved for mixed use development comprising: demolition of existing buildings and structures, up to 1,260 residential dwellings (out of a potential 1,460 dwelling masterplan), up to 13,000 sqm of B1 employment floorspace (including 3,000 sqm Enterprise Centre), up to 3,500 sqm of Class A local facilities, a 100 bed hotel, 60 bed care home, a new 2 Form Entry primary school, community centre, youth and leisure facilities, combined heat & power plant, extension to existing household recycling centre, landscaping, replacement and additional allotments, multi-functional green infrastructure including sports pitches (& associated changing facilities), informal open space, children's play areas, primary vehicular access from a new access from the A259 bridging over the railway line with additional access from Mill Lane & Toddington Lane. This application is the subject of an Environmental Impact Assessment and a departure from the development plan. This application affects a public right of way.
 Land North of Toddington Lane Parcel C1 & part Parcels B2, B4 & C2 - Approval of reserved matters following outline consent LU/47/11/ for construction of 126 No. dwellings together with internal road network, car parking & landscaping.

14. BN/122/19/EIS
 Land North of Barnham Road Eastergate- Request for a formal scoping opinion for a residential development of up to 500 homes and a dedicated care home, public open space, associated infrastructure and works



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Determination of significance matrix



Significance

If the degree of effect is moderate or above, then the effect is considered to be significant.