

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



ENVIRONMENTAL
STATEMENT
CHAPTER 2
SITE
DESCRIPTION

2 Site description

Introduction

- 2.1 This chapter provides a description of the application site and its immediate surroundings. The development proposals and the ERF and WSTF operations are described in ES chapter 3: proposed development. Further details are also included in the individual assessments for each topic area within ES chapters 6 to 15.

The application site

- 2.2 The application site is located at the Ford Circular Technology Park (the former Tarmac blockworks site, which forms part of the former Ford Airfield) to the west of the village of Ford, as shown in figure 1.1. The application site boundary is shown in figure 1.2. An aerial photograph of the site is shown in figure 2.1.
- 2.3 The 6.72 ha site is currently partially used for the existing WTS operations and partially vacant. The existing WTS building is located towards the centre of the site and portacabins, parking and containers associated with this operation are situated to the west of the WTS. There are also two vacant, former hangar buildings towards the north of the site and a large area of hardstanding is situated towards the south and east of the site. The site is flat and approximately 6.7 m above ordnance datum (AOD).
- 2.4 Vehicular access to the site is gained via the existing access road that connects the site at its south east corner to Ford Road, just to the north of Climping / HMP Ford (this is not shown on figure 2.1 as this photograph was taken prior to the completion of the access road). The access road has recently replaced the previous one-way circulation system that saw vehicles using Rollaston Park Road to access the site from the west and the private access road to the north of Rodney Crescent to egress onto Ford Road to the east.

The surrounding area

- 2.5 Yapton is situated approximately 1 km to the west of the site, Climping approximately 1 km to the south, Littlehampton approximately 2 km to the east, and Arundel approximately 3 km to the north east.
- 2.6 The site is currently surrounded by agricultural land to the north, east and west. An area of sports pitches and a sewage treatment works lie to the south. Ford Industrial Estate lies beyond the agricultural land to the west, beyond which is the residential area of Yapton. Ford Market and Viridor's materials recovery facility lies beyond the sewage treatment works to the south, beyond which there is another industrial estate, HMP Ford and the residential area of Climping. Ford village lies beyond the agricultural land to the north east, while Ford Lane and a small number of commercial premises lie beyond the agricultural land to the north. There is agricultural land and the Ford to Barnham railway line beyond these. Beyond the agricultural land to the east of the site is Ford Road, more agricultural land and the River Arun.
- 2.7 There are several public rights of way in the vicinity of the site to the north, including footpaths 366 and 366/1, which run north-south to Ford Lane, and

footpath 200/3, which runs from Ford along the site's north eastern edge and joins footpath 363, which runs to Yapton.

- 2.8 Two planning applications have been submitted for development within the immediate vicinity of the proposed Ford ERF and WSTF development site. One application, by Redrow Homes Southern Counties and Wates Developments Ltd, is for a mixed use development including 1,500 residential dwellings and the other, by Ford Airfield Market, is for amending the layout of the existing market due to the proposed housing development (including the creation of a new car park and footpath and resurfacing of an existing access track). While decisions are not expected on these applications until later this year, granting permission for the mixed use development will clearly change the character of the surrounding area. (Both of the proposed developments are included in the cumulative impact assessment, along with other local proposals, see chapter 5 for further details).

Key environmental features and designations

- 2.9 There are no environmental or cultural heritage designations on site. Figure 2.2 shows the designations within 2 km of the site.
- 2.10 The site is not covered by any landscape designations, but it is approximately 2.2 km to the south of the South Downs National Park.
- 2.11 There are no designated archaeological assets on the site. The closest scheduled monuments are two areas of medieval settlement earthworks on the south east edge of Climping, approximately 1 km away. The site is an area of known archaeological potential and previous investigations at the airfield have shown the potential for multi-period farming and settlement activity.
- 2.12 There are no designated built heritage assets on the site. A number of features of the World War II and later development of Ford Airfield survive, including sections of the runway, parts of the taxiways and perimeter road and some structures, including several hangars. The site is a large area of concrete apron that is occupied by two hangars of World War II or early post-war date that were formerly in use as Ford Blockworks.
- 2.13 There are a number of designated heritage assets in the surrounding area. These include Yapton Church Lane and Main Road / Church Road conservation areas, approximately 1 km and 1.3 km to the west of the site respectively, which contain a number of listed buildings. There are also scattered listed buildings at Ford and Climping, the nearest of which is the grade II listed Atherington House, Ford Place, Southdown House and The Lodge (one collective listing) approximately 190 m to the north east. Other built heritage assets in the area include the three churches at Yapton, Ford and Climping, all of which are listed at grade I. There are no registered parks and gardens near the site.
- 2.14 The only internationally designated nature conservation site within 10 km of the site is the Duncton and Bignor Escarpment SAC, approximately 9.8 km to the north. There are two nationally designated nature conservation sites within 5 km of the site: Climping Beaches SSSI, 2.8 km to the south east, and Arundel Park SSSI, 4.2 km to the north east. There are no locally designated nature conservation sites within 2 km of the site.

- 2.15 There are no watercourses on or near the site. The nearest is a field drain approximately 350 m to the south east, which drains into the River Arun around 900 m to the east of the site. The Environment Agency classifies the river's ecological quality as moderate and its chemical quality as good, with the overall water body classified as moderate⁽¹⁾. The site is in flood zone 1 and is largely at very low risk of surface water flooding, with only small areas of low to medium risk in the west and north⁽²⁾.
- 2.16 The site is not within a groundwater source protection zone or drinking water protected / safeguard area. It is underlain by bedrock that is classified as a Principal Aquifer of high groundwater vulnerability. The superficial deposits beneath the site are classified as a Secondary A Aquifer⁽³⁾. The site does not lie within a minerals safeguarding area.
- 2.17 The site is not covered by an air quality management area (AQMA). Arun District Council undertakes regular air quality monitoring at two locations near the site: one in Ford, approximately 1 km to the north east and one in Yapton, approximately 1.7 km to the west. Recorded nitrogen dioxide (NO₂) concentrations at these monitoring points in 2020 were well below the annual mean objective.

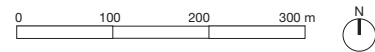
The future of the site in the absence of the proposed development

- 2.18 While part of the site has extant planning permission for the development of an energy from waste plant using gasification technology and a materials recycling facility which could be implemented in the absence of the proposed development, for the purposes of the EIA, the future of the site in the absence of the proposed development is assumed to be the continuation of the current WTS activities only. A comparison of the impacts associated with the extant planning permission and the proposed development will be covered in specific 'fall back' sections of each of the environmental topics. Full details of the methodology are set out in chapter five of this ES. This approach ensures that all potentially significant effects associated with the proposed development, for all scenarios, are assessed in full.

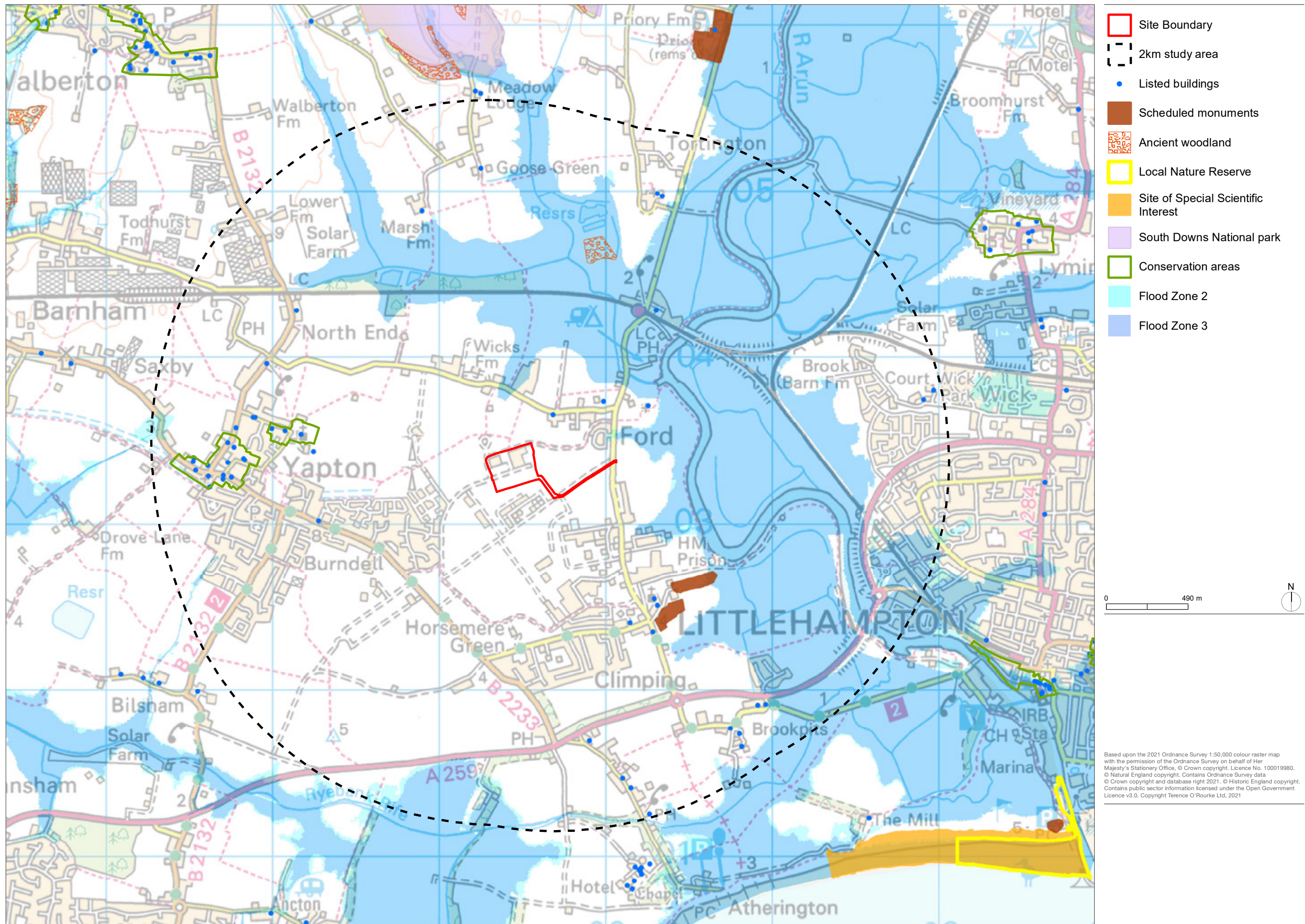
¹ <https://environment.data.gov.uk/catchment-planning/WaterBody/GB540704105000>.

² <https://flood-map-for-planning.service.gov.uk>.

³ <https://magic.defra.gov.uk>.



Aerial imagery © Getmapping plc



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