

Comment for planning application WSCC/011/21

Application number	<input type="text" value="WSCC/011/21"/>
Name	<input type="text" value="Heather Alderton"/>
Address	<input type="text" value="MEADEN WAY, MEADEN WAY, BOGNOR REGIS, PO22 8FA"/>
Type of Comment	<input type="text" value="Objection"/>

Comments

1) The biggest visual impact of this proposed development would be the twin flue stacks proposed. Each being 85m tall and 2.25m diameter. These will be imposing structures and in direct line of sight from the South Downs National Park and Arundel Castle. These are industrial features however and are significantly higher than current structures with little built up structures surrounding them. In addition there will be air cooled condensers standing at 23.5m high. In addition the applicant has stated that the facility will be surrounded in a substantial 2.4 to 5m acoustic fence which will have a visual and potentially industrial impact locally as well as from afar. FPC OBJECTS to this application as it is not in keeping with the surrounding street scene and area. 2) The Applicant highlights that this potential scheme will have the ability to export circa 10MW of thermal heat generated during the burning of the waste. However no potential users of this height have been contracted at this point by the applicant. The current assumption therefore at this point is that this heat will be rejected to the atmosphere by the air cooled condensers detailed as a waste product. FPC OBJECTS to this application as it heralds its energy efficiency yet rejects heat to the atmosphere with potential environmental effects. 3) This consent proposes that up to 220 HGV movements per day (Mon to Fri) and 120 (Sat) will excess and exit Ford Road by turning off or onto Ford Road at circa 90%. The applicant has confirmed the ability for the vehicles planned to be used that they will actually be able to make the turn. However the impact on other users during these manoeuvres at low speed is less clear. Similarly cyclists and pedestrians do not appear to have been considered. FPC OBJECTS to this application as no mitigation work has been done to make the turning less disruptive or safer. 4) This consent will have a large impact on Ford Road estimated at 30% during construction and 28% in the operational phase (despite the IEMA stating that 30% is negligible). This is double the existing HGV movements on the surrounding main roads. This has not been addressed. The mitigation put in place for the construction phase is minimal and mainly internal to the site. There is no additional mitigation in the operational phase. WSCC put out for consultation in February 2020 proposals to address the issues surrounding the A259 as a number of the junctions are close to or are at capacity. The only data available at the time of the consultation was for the CONFIRMED local schemes which did not include this one. FPC OBJECTS to this application as the anticipated growth in traffic due to this application was not included in the impact studies carried out by WSCC on the A259 and these roads will be not be able to accommodate this impact during the construction phase and that of the proposed bordering developments. 5) This consent will have a large impact on the surrounding main trunk roads (A259) impact estimated at 9.6 to 13% during construction and 9.2 to 12.5% in the operational phase (despite the IEMA stating that 30% is negligible). However it is well known locally that there are increasing delays particularly at the Church Road roundabout especially during peak times. This proposal also does not reflect an impact on the close proposals to develop a further 300 homes in the Climping or 1500 homes on the Ford Airfield site and the overloading of existing roads in the vicinity. WSCC put out for consultation in February 2020 proposals to address the issues surrounding the A259 as a number of the junctions are close to or are at capacity. The anticipated growth in traffic did NOT include any figures resulting from this development or proposed bordering developments. The only data available at the time of the consultation was for the CONFIRMED local schemes which did not include this one. FPC OBJECTS to this application as the anticipated growth in traffic due to this application was not included in the impact studies carried out by WSCC on the A1259 and these roads will not be able to accommodate this impact during the operational phase and that of the proposed bordering developments. 6) As identified by Network Rail in application F/4/20 the additional traffic generated by this scheme at local level crossings at Ford and Yapton will cause unsustainable traffic queues and delays in peak times. It is acknowledged that all HGV traffic is to be routed to the south there will be an increase in car traffic for employees and visitors to the site as a result of this application which will only make the queues at Ford Station longer and this has not been addressed. FPC OBJECTS to the application as no consideration or mitigation measures have been included to address unsustainable traffic queues at the Ford Station level crossing. 7) It is claimed that Ford Road is a moderately trafficked road but is in an unclassified road with no cycle track facilities and without a pavement along much of it. The doubling of the existing HGV traffic will be frightening and intimidating to most road users but especially to passenger and cycle users. The traffic impact assessment states that the increase in hourly movements from 1105 vehicles per hour and a total 677 HGV movements over the 18 hour day (if this application does NOT proceed) to 1123 vehicles per hour and a total 895 does not change the "moderate" fear and intimidation felt by cyclists and pedestrians. FPC OBJECTS to this application as it is unacceptable that because there is no change in "fear" levels the applicant is not prepared to offer mitigation measures with this consent. 8) This application is one of a number of

proposed developments (mainly housing) in the local area (Barnham/Eastergate, Westergate, Yapton, Fontwell, Climping and Littlehampton West Bank) that will bring potentially up to a further 6,500 homes (minimum 4,500) to this area of Arun (as detailed in the Arun Local Plan).

Received

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Attachments