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To: [PL Planning Applications](#)
Subject: Energy From Waste application WSCC/011/21
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I wish to object strongly to the proposals for a new Energy From Waste plant at Ford. I was the architect for the EFW plant at Colnbrook, visible from the M25/M4 junction, for which Grundon was also the applicant.

It was an interesting experience and an edifying glimpse behind closed doors of the issues surrounding this form of waste disposal.

According to our planning consultant, the three key concerns were:

1. Traffic and highways
2. Air pollution from the chimney
3. Design and appearance

I have no doubt that an acceptable design can be developed for the plant buildings but, as we found at Colnbrook where not a single objection was raised on architectural grounds, this is the least of the three concerns.

Many assurances were given about the filtering of chimney output to limit the discharge of harmful particulates and the close proximity to Heathrow Airport and two major motorways made it possible to claim that what came out of the chimney was cleaner air than that which surrounded it. The incinerator furnaces, however, require repair and maintenance from time to time and while this is being carried out, the filtering can be far less effective. In an ideal world, the plant would be shut down at these times but the supply of waste never stops, which would lead to stacking up of waste delivery vehicles. This in turn increases the pressure on local roads that are already burdened by the concentration of waste trucks.

In the Colnbrook case, the access road network included the M4 and the M25, which are virtually self-regulating because of the sheer volume of traffic. Adding more traffic simply adds to the congestion, forcing some road users to take alternative routes. Here at Ford, however, there is a network of small roads, some of which also get blocked by level railway crossings. Ford Station itself is a particularly obstructive example. The overall effect of adding waste traffic for the EFW plant will therefore have much greater impact on what is now a quiet rural area, and will add considerably to air pollution from diesel engined heavy duty vehicles.

I conclude by re-stating my strong objection to the intrusion of a major traffic generator and air polluter into this quiet and peaceful country setting.

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