

From: Simon Mortimer [REDACTED]
Sent: 22 January 2019 21:24
To: Skinner, Helen
Subject: Planning Appeal APP/P3800/W/18/3218965 - Former Wealden Brickworks

Dear Helen

I would like to make a public representation comment on the above Planning Appeal APP/P3800/W/18/3218965 - Former Wealden Brickworks.

The appellant states in their Grounds of Appeal that there is no requirement to prove the need for this facility, relying on regulation formulated in the West Sussex Waste Local Plan as long ago as 2014, long before currently reported concerns by leading world health organisation's findings were released confirming air quality, in particular the release of minute particles, are a direct cause of cancer. In fact all of their listed 'Documents Relied Upon' under section 7, European and National Legislation and Guidance are out of date, most of section 8, National Planning Policy and Guidance, section 9, Development Plan Policy and Guidance and also in section 13, in particular the Site Specific Allocation of Land Plan Document on which they rely was drawn up in 2007, and finally the National Planning Practice Guidance on Air Quality, is unrevised since March 2014.

I have limited concerns with regard to visual conception, although the 300ft chimney will be an eyesore for all and the facility will certainly not decrease traffic in the local area but air pollution, the silent killer and now a major global concern, is certainly a concern of mine. The recent report by the Intergovernmental Panel on Climate Change states that climate-related risks to health, livelihoods, food security, water supply, human security, and economic growth are projected to increase with global warming of 1.5°C and increase further with 2°C by causing flooding, arctic ice melting, sea level rise, species extinction and droughts. Keeping the global temperature rise to within 1.5 degrees of preindustrial levels would require carbon dioxide emissions to be cut by about 45 percent by 2030 compared to 2010 levels. By 2050, the world would have to achieve "net zero" emissions, meaning as much carbon would have to be absorbed as is emitted. By 2100, a balance of zero would require removing anywhere from 100 to 1,000 gigatons of carbon dioxide from the atmosphere. This was further reinforced by the recent The 2018 United Nations Climate Change Conference which was the 24th Conference of the Parties to the United Nations Framework Convention on Climate Change, also known as the Katowice Climate Change Conference who similarly voiced their concerns and adopted global measures to try to prevent further damaging emissions. The government has only recently advised its policy to remove all diesel cars from the road by 2025 with petrol to follow. The London emissions zone, along with other cities is to almost double the congestion charge for the most polluting vehicles and expand the area to most of Greater London in the foreseeable future.

In 2013, a group of international experts, working on behalf of the World Health Organisation's International Agency for Research on Cancer (IARC), looked at the results of all of the research and concluded that air pollution causes cancer in humans – in particular, lung cancer.' and 'when it comes to cancer risk, research so far shows that tiny dust-like particles just millionths of a metre wide – so called 'particulate matter', or PM – are the main culprit. In particular, the smallest particles – less than 2.5 millionths of a metre across, known as PM2.5 and polycyclic aromatic hydrocarbons appear to be behind lung cancers caused by pollution.' And finally 'It estimates that reducing particulate matter pollution across Europe by about 20 per cent by 2050 would prevent an estimated 482,000 premature deaths from a range of diseases.

A 2016 report for Alternative Energy News by Salman Zafar on this type of waste to energy process stated:

Environmental Issues

The incineration process produces two types of ash. Bottom ash comes from the furnace and is mixed with slag, while fly ash comes from the stack and contains components that are more hazardous. In municipal waste incinerators, bottom ash is approximately 10% by volume and approximately 20 to 35% by weight of the solid waste input. Fly ash quantities are

much lower, generally only a few percent of input. Emissions from incinerators can include heavy metals, dioxins and furans, which may be present in the waste gases, water or ash. Plastic and metals are the major source of the calorific value of the waste. The combustion of plastics, like polyvinyl chloride (PVC) gives rise to these highly toxic pollutants.

Toxics are created at various stages of such thermal technologies, and not only at the end of the stack. These can be created during the process, in the stack pipes, as residues in ash, scrubber water and filters, and in fact even in air plumes which leave the stack. There are no safe ways of avoiding their production or destroying them, and at best they can be trapped at extreme cost in sophisticated filters or in the ash. The ultimate release is unavoidable, and if trapped in ash or filters, these become hazardous wastes themselves.

The pollutants which are created, even if trapped, reside in filters and ash, which need special landfills for disposal. In case energy recovery is attempted, it requires heat exchangers which operate at temperatures which maximize dioxin production. If the gases are quenched, it goes against energy recovery. Such projects disperse incinerator ash throughout the environment which subsequently enter our food chain.

Incinerator technological intervention in the waste stream distorts waste management. Such systems rely on minimum guaranteed waste flows. It indirectly promotes continued waste generation while hindering waste prevention, reuse, composting, recycling, and recycling-based community economic development. It costs cities and municipalities more and provides fewer jobs than comprehensive recycling and composting and also hinders the development of local recycling-based businesses.

Human Health Concerns

Waste incineration systems produce a wide variety of pollutants which are detrimental to human health. Such systems are expensive and does not eliminate or adequately control the toxic emissions from chemically complex MSW. Even new incinerators release toxic metals, dioxins, and acid gases. Far from eliminating the need for a landfill, waste incinerator systems produce toxic ash and other residues.

The waste-to-energy program to maximize energy recovery is technologically incompatible with reducing dioxins emissions. Dioxins are the most lethal Persistent Organic Pollutants (POPs) which have irreparable environmental health consequences. The affected populace includes those living near the incinerator as well as those living in the broader region. People are exposed to toxics compounds in several ways:

- * By breathing the air which affects both workers in the plant and people who live nearby;
- * By eating locally produced foods or water that have been contaminated by air pollutants from the incinerator; and
- * By eating fish or wildlife that have been contaminated by the air emissions.

Dioxin is a highly toxic compound which may cause cancer and neurological damage, and disrupt reproductive systems, thyroid systems, and respiratory systems.

Finally, the appellant relies upon national environmental controls and regulation to maintain regulatory safe levels of emissions. However, during the later period of operation of the brick kiln chimney, you may recall it was discovered that the chimney's 'scrubber' which is meant to minimise and remove the poisonous fumes, had been broken and ineffective for a long period of time and no-one had known or done anything about it.

“You cannot cut a deal with science, you cannot negotiate with the laws of physics” — *Mohamed Nasheed, former president of the Maldives*

Jane Moseley

From: James Munden [REDACTED]
Sent: 19 February 2019 17:15
To: helen.skinner@pins.gsi.gov.uk
Subject: APP/P3800/W/18/3218965

HI

I wish to further object to the Former Wealden Brickworks, Langhurstwood Road Horsham RH12 4QD ref APP/P3800/W/18/3218965.

The site will have a large impact on the area which is also set for more housing soon which has permission. I previously objected on the extra traffic as the current roads cannot cope and with extra housing is only getting worse, I worked as a police officer in area for 8 years and 1 small incident would bring the whole area to a standstill and extra lorries will make this unacceptable levels of traffic. Obviously the main concern for all persons in area is the health for us from any pollution this should be built miles away from any housing not this location.

Many Thanks
James Munden
103 Corsletts Avenue
Broadbridge Heath
Horsham
West Sussex
RH12 3NY

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The Planning Inspectorate

COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable. This can be found in the notification letter sent by the local planning authority or the start date letter. Comments submitted after the deadline may be considered invalid and returned to sender.

Appeal Reference: APP/P3800/W/18/3218965

DETAILS OF THE CASE

Appeal Reference APP/P3800/W/18/3218965

Appeal By BRITANIACREST RECYCLING LTD

Site Address
Former Wealden Brickworks
Langhurst Wood Road
Horsham
RH12 4QD
Grid Ref Easting: 517058
Grid Ref Northing: 134349

SENDER DETAILS

Name MR TERENCE NADIN

Address
Calvert Link
Faygate
Horsham
West Sussex
RH12 0AG

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- ☐ Appellant
- ☐ Agent
- ☒ Interested Party / Person
- ☐ Land Owner
- ☐ Rule 6 (6)

What kind of representation are you making?

- ☐ Final Comments
- ☐ Proof of Evidence
- ☐ Statement
- ☐ Statement of Common Ground
- ☒ Interested Party/Person Correspondence

☐ Other

YOUR COMMENTS ON THE CASE

My wife and I strongly feel. An incinerator in Horsham, would have a unacceptable impact on public health. Also for the impact on the landscape, for both visual and residential amenity. Plus the additional unwanted traffic this scheme would generate. When taking into consideration all the other existing, allocated and permitted developments, including the north of Horsham. Would have a adverse cumulative impact on our roads, in the area.

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DETAILS OF THE CASE

Appeal Reference APP/P3800/W/18/3218965

Appeal By BRITANIACREST RECYCLING LTD

Site Address
Former Wealden Brickworks
Langhurst Wood Road
Horsham
RH12 4QD
Grid Ref Easting: 517058
Grid Ref Northing: 134349

SENDER DETAILS

Name MRS EMMA NASH

Address
62 Pondtail Road
HORSHAM
RH12 5HR

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- ☐ Appellant
- ☐ Agent
- ☒ Interested Party / Person
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YOUR COMMENTS ON THE CASE

It saddens me that in this day and age we are even debating about building an incinerator. I am local to Horsham with two young children and extremely concerned about the impact this will have to their health and the impact to our local environment.

The area is completely land locked and nowhere safely for the emissions to go. My husband has terrible asthma and this will impact his quality of life.

The a24 road is already at absolute capacity going north and with another 2700 houses to come the vehicle emissions from the additionsl inceneratr lorries will further impact this dreadful situation we are in.

I am also aware that wsccl cannot afford to contest this and instead local residents are working together to keep their area safe. It should not be about who can and cannot afford to come up against these big companies who are purely in it for the take and profits with no regard to the local area.

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Appeal Reference APP/P3800/W/18/3218965

Appeal By BRITANIACREST RECYCLING LTD

Site Address
Former Wealden Brickworks
Langhurst Wood Road
Horsham
RH12 4QD
Grid Ref Easting: 517058
Grid Ref Northing: 134349

SENDER DETAILS

Name MRS JANE NASH

Address
18 Sandeman Way
HORSHAM
RH13 6EL

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

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- ☐ Agent
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YOUR COMMENTS ON THE CASE

Dear Sirs,

I originally wrote and objected to this incinerator in 2017. Below is what I wrote then.

Now, however, having further information - I can only hope that common sense prevails. It is sad that the appeal has been allowed but would like to make some more points.

Firstly, although as I understand it, there is no actual data concerning the health issues that may or may not occur as a result of toxic waste being burnt in the area, it stands to reason that in the future, this will be found to be the case. Who knows how many people could be affected, and will they sue Britaniacrest - they can try.. They will shut down and deny it all. My grandchildren live in North Horsham.

Secondly, this is all about profit for a private company to line their pockets. They will make a lot of money out of this facility, and I don't believe for one minute the only waste will be coming from this area, or a radius of 40 miles. It will be nationwide, and they will not be fussy what they burn, they will flout rules until caught. The way of the world.

David Attenborough has also condemned this and we all know the future of the planet is his passion. It should be yours, ours, everyones. It is not about profit and business, it is about nature and sustainability. Saving what we have, not selling out to clever businessmen who will use every trick in the book to make their case.

Recycling has become second nature to most people now, therefore less will need to be burnt. What is burnt will be the most toxic waste, it stands to reason as this cannot be recycled. So it will be burnt, by Britaniacrest, for huge profit, a mile from my house. So we will have a legacy of toxicity in this area. Large parts of this planet will be uninhabitable in 100 years due to climate change, if we allow this country to become uninhabitable due to commercial greed and poor planning control it will be our grandchildren and their grandchildren who will have to live with the consequences.

I am probably not putting forward my thought in the most coherent way, but i hope you get the gist of it.

Kind regards,

Jane Nash

BELOW PREVIOUS LETTER

Dear Sirs,

With regard to the proposed building of an enormous incinerator in North Horsham, I cannot believe that you would consider such a blot on our landscape. Horsham is a beautiful place to live and the West Sussex countryside must be preserved for future generations. Not only that, but surely it is will too close to the proposed new homes in North Horsham. Enough people suffer breathing difficulties etc from the existing pollution in our atmosphere, I simply cannot believe you could think it acceptable to have such a operation in such a populated area.

Not only that, the scale of this plant makes me wonder whether this 'business' will attract waste from all over the uk. The effect of that additional traffic carrying who knows what will be catastrophic. Our roads are busy enough as it is. I have brought up my family here, having lived here for 50 years, and now my children are bringing up their children. They live in North Horsham, imagine my horror at this proposal.

The council has overseen some excellent improvements and developments over the years making Horsham a very desirable place to live. Please don't make a huge mistake and blight out town.

I cannot see how on earth you can seek to justify allowing such a plant to be built so close to the town. Are you aware of the geography of this area - we are surrounded by hills, this can mean that the pollution in this valley on occasions will be static and not easily dispersed by wind and air movement.

Please register my absolute objection to this development.

Kind regards,

Jane Nash
18 Sandeman Way
Horsham RH13 6EL

The Planning Inspectorate

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Appeal Reference: APP/P3800/W/18/3218965

DETAILS OF THE CASE

Appeal Reference APP/P3800/W/18/3218965

Appeal By BRITANIACREST RECYCLING LTD

Site Address
Former Wealden Brickworks
Langhurst Wood Road
Horsham
RH12 4QD
Grid Ref Easting: 517058
Grid Ref Northing: 134349

SENDER DETAILS

Name MISS NICOLA NEWTON

Address
27 Hayler Gardens
Southwater
HORSHAM
RH13 9FZ

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

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- ☐ Land Owner
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- ☐ Other

YOUR COMMENTS ON THE CASE

I strongly object to this application - appeal reference: APP/P3800/W/18/3218965, site address: Former Wealden Brickworks, Langhurstwood Road, Horsham RH12 4QD.

I am deeply concerned with the health effect of dioxins being emitted and the link to ill health - specifically certain types of cancer and adverse birth outcomes. I refer to this study which "...we identified a number of higher quality studies reporting significant positive relationships with broad groups of congenital anomalies, warranting further investigation." (Waste incineration and adverse birth and neonatal outcomes: a systematic review: <http://www.sciencedirect.com/science/article/pii/S0160412014001147>).

There is limited proven research on the effects of living in close proximity to industrial incinerators, and I would urge you as a mother/sister/auntie/grandmother to consider the implications of allowing this to be built next door to residential homes, schools and pre-schools. If there is a suggested link to ill health, and one that the government (SASHU.org) has published as warranting further investigation, then surely it is better to err on the side of caution until it has been shown that it is absolutely safe and not linked in any way to ill health, respiratory issues, cancers (especially sarcomas and non hodgkins lymphomas), and adverse neonatal outcomes.

As for the damage that it is likely to do to horsham.. I don't think people would be attracted to come here for a day trip when there is an industrial incinerator burning 24 hours a day. Horsham is already struggling to attract visitors, independent shops are closing. What do we have to offer? Fresh air and countryside... well not fresh air if this goes ahead. I urge you to think about the future of Horsham and the future for our children.

Please find ways to work towards 'reduction, reuse and recycle'. This is gaining momentum and people are interested. Now is the time. Let's see how much we can divert in 5 years and reconsider this application at a much later date if we have not met targets.

Regards,

Nicky



North Horsham Parish Council

Roffey Millennium Hall,
Crawley Road, Horsham,
West Sussex, RH12 4DT

Tel: 01403 750786 (Office & Hall Bookings)
Roffey Millennium Hall, North Heath Hall
HolbrookTythe Barn

Email: parish.clerk@northhorsham-pc.gov.uk

Website: www.northhorsham-pc.gov.uk

Helen Skinner
The Planning Inspectorate
Room 3/J
Temple Quay House
2 The Square
Bristol
BS1 6PN

22nd February 2019

Appeal Reference APP/P3800/W/18/3218965

Planning Application WSCC/015/18/NH - Recycling, Recovery and Renewable Energy and Ancillary Infrastructure at the former Wealden Brickworks, (Site HB) Langhurstwood Road, Horsham, West Sussex, RH12 4QD. Planning Application submitted by Britaniacrest Recycling Ltd.

North Horsham Parish Council wishes to make supplementary comments on the above planning application in light of new information that West Sussex County Council (WSCC) will only be defending the appeal on Landscape and Visual Amenity.

The Parish Council is deeply disappointed that WSCC is not defending the appeal against the decision to refuse permission for the Recycling, Recovery and Renewable Energy Plant on the six original reasons for refusal, especially when there is insufficient evidence to allay resident's concerns about need, highway capacity, public health and the cumulative impact that development may have on the future residents north of Horsham and the parish in general.

The Parish Council gave comprehensive reasons why they concluded that the design, height, size and mass of the proposed buildings do not comply with the HDPF (2015) policies and WSWLP (2014) policies and would like to restate their objections on those terms in the strongest way possible.

North Horsham Parish Council would again request that the Inquiry is heard at a venue of substance close to Horsham where there is sufficient capacity for those who want to attend to do so comfortably.

Yours sincerely

Pauline Whitehead BA(Hons) FSLCC
Clerk to the Council

Jane Moseley

From: Parish Clerk <parish.clerk@northhorsham-pc.gov.uk>
Sent: 22 February 2019 14:54
To: helen.skinner@pins.gsi.gov.uk
Subject: Appeal Reference APP/P3800/W/18/3218965
Attachments: Supplementary letter 22.2.19.pdf

Dear Ms Skinner,

Please see the supplementary remarks regarding the above appeal from North Horsham Parish Council.

I would appreciate acknowledgement of receipt.

Kind regards
Pauline

Pauline Whitehead BA (Hons) FSLCC
Clerk to North Horsham Parish Council

*Roffey Millennium Hall
Crawley Road
Horsham
West Sussex
RH12 4DT
Tel: 01403 750786*

ARE YOU INTERESTED IN BECOMING A LOCAL COUNCILLOR?

Come along to ROFFEY MILLENNIUM HALL at 6.45pm on THURSDAY 7th MARCH 2019 to find out what your local Council does and how YOU can be part of it.

Afterwards stop for the Parish Council Meeting and see how local democracy works here in North Horsham.
MAKE A CHANGE- BECOME A LOCAL COUNCILLOR.

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Jane Moseley

From: Parish Clerk <parish.clerk@northhorsham-pc.gov.uk>
Sent: 11 February 2019 10:15
To: helen.skinner@pins.gsi.gov.uk
Subject: FW: APP/P3800/W/18/3218965 Langhurstwood Road, Horsham
Attachments: Incinerator appeal response 05.02.19.pdf

Dear Ms Skinner,
Please find attached the North Horsham Parish Council response to the Appeal (APP/P3800/W/18/3218965).
I would appreciate acknowledgement of receipt please.

Kind regards
Pauline

Pauline Whitehead BA (Hons) FSLCC
Clerk to North Horsham Parish Council

*Roffey Millennium Hall
Crawley Road
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West Sussex
RH12 4DT
Tel: 01403 750786*

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North Horsham Parish Council

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Email: parish.clerk@northhorsham-pc.gov.uk

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Helen Skinner
The Planning Inspectorate
Room 3/J
Temple Quay House
2 The Square
Bristol
BS1 6PN

5th February 2019

Appeal Reference APP/P3800/W/18/3218965

Planning Application WSCC/015/18/NH - Recycling, Recovery and Renewable Energy and Ancillary Infrastructure at the former Wealden Brickworks, (Site HB) Langhurstwood Road, Horsham, West Sussex, RH12 4QD. Planning Application submitted by Britaniacrest Recycling Ltd.

The Parish Council objects to the appeal on the same grounds as were stated in the letter to West Sussex County Council (WSCC) dated 6th February 2017. However, since then Horsham District Council (HDC) has approved a planning application for residential, community and business land use on a site adjacent to the proposed waste facility and Gatwick Airport has put forward plans for development. The Department of Environment, Food and Rural Affairs (DEFRA) has published its Clean Air Strategy and the National Planning Policy Framework (NPPF) has been revised.

The land on which the proposed Incinerator is to be sited was allocated for “waste use” in Horsham District’s Local Plan in 2007. As a result, in 2014, the site was included in the WSCC Waste Local Plan. Subsequently in 2017 HDC approved a plan for 2,750 dwellings, a senior school and two primary schools, community facilities and a business park on land adjacent to an area that had clearly been identified by both Councils for processing waste and where the prevailing south westerly winds would take emissions, smells and any other airborne particles directly overhead. Between the two Councils the community of North Horsham parish has been badly let down.

The Parish Council question the need for an incinerator for commercial and industrial waste originating from West Sussex when the waste facility currently on the site has the capacity to receive 230,000 tonnes of waste per annum, but the total tonnage processed was significantly lower at 132, 375 tonnes in 2018. It would make commercial sense to run the operation to capacity, but that implies that commercial and industrial waste will come from areas outside of West Sussex. HM Government launched the ‘Clean Growth Strategy – leading the way to a low carbon future’ in October 2017 (amended April 2018) that sets out government targets to 2050. This includes putting in place measures to divert more food waste from landfill, work with industry to achieve greater levels of recycling, improve the utilisation of food and biowaste and incentivise activities such as reuse, repair and remanufacturing. There has already been an increase in recycling in the UK from 2000/01 when 11% of household materials were recycled to

44% in 2015/16. Investment into new ways of recycling, new materials, products and processes promises to enable more recycled materials to be reused, reducing carbon emissions. The initiatives are set in place locally through West Sussex County Council and Horsham District Council both of which are very proactive in initiatives which reduce waste. As a result of the reduction in waste, less Refuse Derived Fuel (RDF) will be produced and there will be less to be burnt in incinerators. If an incinerator is built on the Langhurstwood site there is not likely to be sufficient RDF generated in West Sussex to feed the incinerator and this may give the scope to bring in RDF from further afield and again increase road traffic, pollution and litter on the surrounding roads as well as create a nuisance for local residents.

Increasing the capacity of the waste facility has knock on effects in terms of emissions and air quality. The planning application doesn't seek to increase the traffic movements currently allowed to and from the site. Currently there is permission for a maximum of 142 HGVs entering/leaving the site each weekday and 70 HGVs entering/leaving the site on Saturdays. This makes a total allowance of 79,132 per year. In 2018 there were 36,278 movements which is less than half those than can be allowed. When at capacity the impact of lorries in terms of noise and emissions will be significantly increased. DEFRA, in its Clean Air Strategy 2018 reminds us that "particulate emissions from non-exhaust sources produced as a result of the friction required for breaking and maintaining traction on the road are harmful to human health and the environment. It is also a source of microplastics in the ocean." The effects of emissions from diesel engines on air quality are equally of concern.

The development north of the A264 and other developments being built in and around Horsham will significantly impact on the level of traffic using the local road network, especially the major roads leading towards to the site. Plans to signalise major road junctions will slow down traffic and cause vehicles to queue. The cumulative effect of additional traffic on air quality hasn't been taken into consideration.

Permission has been given to re-route traffic from the A264 to Langhurstwood Road though an area of new housing on the north of Horsham development. This potentially means up to 142 HGVs every week day and 70 HGVs on a Saturday passing through a residential area to a roundabout which then joins to Langhurstwood Road. Whilst the masterplan design for the new housing development shows trees along the route, this will not reduce the noise and smell from HGVs accessing and exiting the site.

In the mid 1990s West Sussex County Council and British Airports Authority had a moratorium on the building of a second runway at Gatwick until after 2019. The recent Gatwick Masterplan consultation ended in January 2019 to coincide with this date. The Gatwick Masterplan contains several options for development and expansion of the airport to enable more air traffic movements. The Parish Council had no objection to this, recognising that development provides employment for local people. However, the Parish Council had previously expressed concern that no consideration had been given to the effect that air traffic movements may have on the emissions from the incinerator chimney. Turbulence created by aircraft may drive the fine particulate emissions from the chimney down to the ground. Increased air traffic movements will exacerbate this issue. The Parish Council continues to recommend that a study be commissioned to seek professional advice on the effects of turbulence created by passing aircraft on the emissions.

The Parish Council has been advised that to accommodate a facility of this type requires a site of 4 hectares. The site on Langhurstwood Road is 3.8 hectares and therefore falls short of the recommended footprint.

In conclusion, North Horsham Parish Council considers that the application contravenes the environmental ethos of sustainable development outlined in the revised NPPF 2018 also WSWLP (2014) Policy W12 and Policy W19. An incinerator running at full capacity would have serious implications in terms of vehicle congestion, a deterioration of air quality in and around Horsham and especially on the residents and children living and going to school on the new development north of Horsham.

The incinerator has generated considerable interest from residents of North Horsham and our neighbouring parishes and therefore North Horsham Parish Council requests that the Inquiry is heard at a venue of substance close to Horsham where there is sufficient capacity where those who want to attend to do so comfortably.

Yours sincerely

Pauline Whitehead BA(Hons) FSLCC
Clerk to the Council

The Planning Inspectorate

COMMENTS ON CASE (Online Version)

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Appeal Reference: APP/P3800/W/18/3218965

DETAILS OF THE CASE

Appeal Reference APP/P3800/W/18/3218965

Appeal By BRITANIACREST RECYCLING LTD

Site Address
Former Wealden Brickworks
Langhurst Wood Road
Horsham
RH12 4QD
Grid Ref Easting: 517058
Grid Ref Northing: 134349

SENDER DETAILS

Name MR ROBIN O'BRIEN

Address
52 Gorringes Brook
Horsham
West Sussex
RH12 5HH

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- ☐ Appellant
- ☐ Agent
- ☒ Interested Party / Person
- ☐ Land Owner
- ☐ Rule 6 (6)

What kind of representation are you making?

- ☐ Final Comments
- ☐ Proof of Evidence
- ☐ Statement
- ☐ Statement of Common Ground
- ☒ Interested Party/Person Correspondence
- ☐ Other

YOUR COMMENTS ON THE CASE

Dear Ms Skinner

Re: Planning appeal reference: APP/P3800/W/18/3218965

Site address: former Wealden Brickworks, Langhurstwood Road, Horsham RH12 4QD

Further to my original objection (representation email no. 854) dated 29th April 2018 to West Sussex County Council I wish to submit the following additional comments and observations for consideration during this appeal process:

The UK Government's Climate Change Act 2008 requires emissions of carbon dioxide and other greenhouse gases be reduced. The Act provides a framework for these requirements to be achieved, whilst ensuring that climate change risks are adequately prepared for. The Act set a target to "significantly reduce" UK greenhouse gas emissions by 2050.

In October 2018 the United Nations Intergovernmental Panel on Climate Change (IPCC) published a report stating that 'we', the world's population, have approximately 12 years to dramatically reduce greenhouse gas emissions or face severe consequences.

You will have noticed from an emailed submission made by United Kingdom Without Incineration (UKWIN) to West Sussex County Council on 18th June 2018, that UKWIN point out Britaniacrest Recycling Ltd has provided a vastly erroneous calculation of their reduced CO2 transport emissions, submitting an INCORRECT figure of 110,315 TONNES when in fact their calculation should read 110,315 KILOGRAMS. UKWIN estimate that over the expected lifetime of the plant the applicant's mistake effectively overstates their 'avoided' CO2 emissions by a staggering 2.75 million tonnes!

Ms Skinner, in view of the three points referenced above why is this application being given serious re-consideration? We are experiencing a worsening ecological crisis, in fact an 'ecological emergency' would not be understating the situation, yet Britaniacrest's proposals flout current national policies and UN/IPCC scientific consensus, making their application wholly inconsistent with the battle and measures we all must face in reversing climate change.

The approved development of 2500 new homes, new business premises, and new community facilities, neighbouring the applicant's site, will bear the brunt of the increased transport arriving at the plant, and be impacted by the associated CO2 and other greenhouse gas emissions. How is it possible to secure a healthy future for younger and future generations if Britaniacrest's incompatible development is permitted to be constructed at a location where new and existing housing is sited at such proximity to the source of greenhouse gas pollution?

It is my humble opinion that it would be a dereliction of the Government's duty, and its environmental responsibilities to the populace, if the applicant's appeal is granted.

I finish with one final point. I am sure you have read about Greta Thunberg, the 16-year old Swedish political activist. When Greta was invited to speak at the World Economic Forum in Davos earlier this year, she called for "companies and decision makers into real and bold climate action, to set their economic goals aside and to safeguard the future living conditions for human kind". I am utterly ashamed that Greta and her contemporaries feel compelled to become activists at such young ages because they believe their elders are failing them.

Profit versus our future generations?

Thank you for taking the time to read this submission.

Yours sincerely

Robin O'Brien

The Planning Inspectorate

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RH12 4QD
Grid Ref Easting: 517058
Grid Ref Northing: 134349

SENDER DETAILS

Name MR JAMES O'LOUGHLIN

Address
20 The Boulevard
HORSHAM
RH12 1EP

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- ☐ Appellant
- ☐ Agent
- ☒ Interested Party / Person
- ☐ Land Owner
- ☐ Rule 6 (6)

What kind of representation are you making?

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YOUR COMMENTS ON THE CASE

Further to my previous representation to oppose this development, I would like to add to the record the following statement to be considered in addition to my previous comments. I would like to place on the record that strongly oppose the development of the former Wealden Brickworks site. There are a number of factors, environmental impact, visual suitability of the facility, visual impact on an area of outstanding natural beauty and traffic impact.

I suffer with asthma and live on Highwood, which is adjacent to the A24, and less than a mile from the A264. I am also in very close proximity to the proposed site, a short drive away. Diesel exhaust fumes in particular appear to aggravate my asthma, and I am totally opposed to the unacceptable volume of traffic predicted to use the new facility given the likely increase in traffic fumes associated with increased traffic volumes. This is environmentally unacceptable. The roads have seen no investment for a number of years and in my view, are already nearing capacity. Given that a large number of the vehicles travelling to and from the site are likely to be good vehicles, the noise impact on me personally, and on an area of outstanding natural beauty will be damaging. In addition, the level of traffic currently using the roads causes a great number of delays - in rush hour alone, it can often take more than 25 minutes to drive to the M23 - a journey when traffic is light that takes just 10 minutes. The addition of slower moving, polluting diesel goods vehicles can only serve to slow traffic further, as well as create unnecessary additional pollution. Additional delays from slow moving vehicles cause tailbacks, which in turn further creates additional pollution.

The facility itself is entirely inappropriate for the surrounding area. It will be the tallest structure for miles, and will be clearly visible from most vistas so the impact will be far reaching, and not just creating a localised impact. One such impact that will be seen is at the nearby Leith Hill, is a major tourist attraction, and serves to attract multiple tourists to the area. The new waste facility will be clearly visible from this National Trust site and detract from the outstanding vistas the site currently offers. The main draw at Leith Hill is the uninterrupted view of the Sussex countryside and Surrey Hills. The size and scale of the facility is completely out of keeping with the current landscape, and will significantly (adversely) impact on the character of the area. In addition, Horsham is regenerating its town, and a number of people accessing the town will be greeted with the view of the enormous smoke stack on their way into Horsham (whether by car or train). This will be negatively viewed by visitors and residents alike.

Horsham is a growing town, and whilst the facility will develop a number of short term construction jobs, the long term number of jobs created will be insignificant. I am concerned that a facility that serves to generate additional pollution through the burning of waste and the diesel traffic volumes, in an area unsuitable (due to its natural beauty). The health impacts of this burning are also of great concern, particularly due to the likely creation of particulate matter. There are obvious long term health concerns.

The facility with a smokestack will be visible for miles may harm future investment. For example, environmentally conscious businesses are unlikely to invest in an area with an environmentally unfriendly waste processing facility. Certainly if my workplace was looking to relocate, it would be a key factor that would affect my decision to invest in an area as companies are keen to associate with localities that meet their own environmental ethos/views.

The site is proposing the burning of waste, at a time when recycling is of the highest priority. The purpose of the building does not fit with current and (based on current environmental priorities) fit with the likely future waste management priorities.

These are just a few of my concerns regarding this development, and for these reasons I cannot support the appeal and/or development of this site. I hope that my comments, along with the thousands of other residents will be taken into consideration as the decision taken will likely have a great impact on current and future generations.

The Planning Inspectorate

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Former Wealden Brickworks
Langhurst Wood Road
Horsham
RH12 4QD
Grid Ref Easting: 517058
Grid Ref Northing: 134349

SENDER DETAILS

Name MS HOLLY ODDIE

Address
23
Hornbeam Close
Horsham
Horsham
West Sussex
RH13 5NP

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- ☐ Appellant
- ☐ Agent
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- ☐ Other

YOUR COMMENTS ON THE CASE

I am writing because as a residence of Horsham, Earth and as a parent I do not want an incinerator near where my I live. I am concerned about the subsequent affect on the air quality to Horsham. I am concerned that the incinerator will have a negative impact on climate change, since it is worse than landfill and we should be putting more effort into recycling and composting. I am concerned it will be an eyesore in a beautiful part of the country. I am concerned it will affect property prices as I cannot think of anyone who would want to live near an incinerator. However, most importantly I am concerned about the effects on my child's future.

Please do not build this.

The Planning Inspectorate

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YOUR COMMENTS ON THE CASE

Dear Planning Inspector,

I am very concerned about the plight of families who live very close to the proposed incinerator site and those who will be conceived, born, or move to the area in the years ahead, as well as those who already live here.

I live 0.7 mile as the crow flies from the proposed incinerator site. I have had treatment for cancer, as have several people I know who live nearby and sadly several young parents have died of cancer. I am concerned that we do not know enough about the air quality currently in North Horsham let alone the cumulative impact of the proposed expansion at Gatwick, the North Horsham development of 2,750 homes, traffic idling at the new roundabouts and traffic lights which are being installed. There was also talk of a crematorium being built on the west side of the North Horsham development, close to the proposed incinerator site.

The proposed incinerator 95 metre stack and 350 metre plume will be visible from our home and garden possibly also the 35.9 metre high building, which will be way above the tree line and are far too tall to be able to be screened by any British trees or hedges and for many months of the year deciduous trees would be without leaves so the screening of the lower levels would be limited. We live in a small cul de sac with a pond, native ancient woodland and areas of meadow grass opposite our house, where families enjoy walking their dogs and viewing the wildlife.

Those who work in Portsmouth and Croydon tell me that the plumes from those incinerator stacks are frequently visible not just occasionally.

Many aspects of the proposal were criticised in reports by experts during the planning application but these were largely ignored by the Planning Officers.

Many in the waste industry believe that it is only a matter of time before the government introduces incineration tax which would then make such proposals economically unviable.

I have spoken to many people about the proposal and repeatedly hear how concerned they are about the health impacts, this is without me mentioning my concerns.

I attended several days at the Keypoint Inquiry in Swindon and saw how disadvantaged local residents are in Public Inquiries without a legal team and expert witnesses, acting as an 'amateur lawyer' with the threat of possibility of costs being awarded against them if wasting time or not following expected procedure, e.g. regarding what to say when.

Even a well-run incinerator produces higher levels of pollution during commissioning, start up and shut down for maintenance and decommissioning. Are local residents given warning so that those who have breathing difficulties, including those who have oxygen supplies at home, those who need inhalers for respiratory conditions including asthma, those who are taking pre conceptual care, other vulnerable people including pregnant women, babies and little children to keep indoors, with windows and doors closed, as they are when air pollution is forecast to be high? Or will they just hear months later in the annual stats that they were exposed to unacceptable risks, albeit only for a few hours or days?

Toxic fly ash would be transported on our roads. Recently a Britaniacrest lorry overturned on a roundabout spilling 30 tons of rubbish on the road and causing traffic chaos at Gatwick airport for hours. Thankfully no one appears to have been hurt.

There appear to be no plans for how they would connect this proposed site to the National Grid, whilst the site is adjacent to other businesses and homes there appear to be no plans for the heat to be utilised and the distance to the planned North Horsham development is too far to make that economically viable.

The site is next to a railway line which may have the capacity to be utilised but this has not been explored.

The neighbouring Biffa site announced to us at a recent residents meeting that they will soon be submitting two planning applications for processing toxic soil on their site, which would increase their HGV movements and the cumulative impact if planning permission was granted.

The central area of the proposed site and entrance drive is shared by 3 businesses , the drive is narrow, poorly maintained and opens onto a narrow country lane with no pavements. Families walk to school along this lane, people walk their dogs and ride horses, there are public footpaths and bridleways. One section near the site is so narrow that is it not considered by Horsham District Council to be safe for litter pickers, so they have to close part of the road when picking litter and hence only clear litter from that section very occasionally.

I posed the question at a residents meeting that if the 3 businesses which use the site all had their maximum permitted lorries entering and leaving the site during their permitted working hours, would they even all fit on the narrow-shared drive and narrow country lane?

Britaniacrest are a recycling business, with many skip lorries. A complex, potentially dangerous building such as an incinerator, with such potential for harm should be planned, built and run by a business which is expert in that field, though even then there have been horror stories in the news about various incidents. The Environment Agency permits and powers are limited and outdated.

Please listen to the concerns of the local people and dismiss this appeal.

Yours Sincerely,

Mrs [REDACTED]

No Incinerator 4 Horsham Community Group



Website: www.ni4h.org

Email: NoIncinerator4Horsham@gmail.com

Date: 4th March 2019

Interested Party Submission – APP/P3800/W/18/3218965

Appeal Ref: APP/P3800/W/18/3218965

Applicant: Britaniacrest Recycling Ltd

Location: Former Wealden Brickworks (Site HB), Langhurstwood Road,
Horsham, West Sussex, RH12 4QD

Proposal: Recycling, Recovery and Renewable Energy Facility and Ancillary
Infrastructure

This Interested Party submission should be read alongside representations made by the No Incinerator 4 Horsham Community Group (Ni4H) in respect of applications WSCC/015/18/NH and WSCC/ 062/16/NH submitted as documents alongside this Submission, to provide Ni4H's comprehensive response to all aspects of the application.

- Planning Application WSCC 015 18 NH - Ni4H Residents Group received 01.05.18.pdf
- Planning Application WSCC 062 16 NH - Addendum from Ni4H 26 June 2017.doc
- Planning Application WSCC 062 16 NH - from Ni4H January 2017.docx

Introduction

1. No Incinerator for Horsham Community Group (Ni4H) is a voluntary group formed in 2016 by local residents to raise awareness and campaign against the proposal for a large-scale incinerator in Horsham District to import waste from a wide area across the Southern Counties. The Group's current focus is on the planning appeal lodged by Britaniacrest Recycling Ltd against refusal of planning permission by West Sussex County Council.
2. **For the reasons cited below, Ni4H respectfully requests that the Inspector dismisses the Appeal.**

No Incinerator 4 Horsham Community Group

3. Ni4H took over from a previous campaign group called HALT in Horsham which successfully fought a proposal for an incinerator in the early 2000s. As a result of that refusal of planning permission, West Sussex County Council (WSCC), and the taxpayers of West Sussex, made a significant investment in alternative waste management solutions and built a Mechanical & Biological Treatment facility (MBT) at the Brookhurst Wood site, next to the existing landfill which was due to close. The new facility provided West Sussex with significant additional waste processing capacity of over 310,000 tonnes per annum.
4. Members of the Group have spent many hours reviewing evidence in the public domain to try to understand the need for waste management capacity in the locality, available and alternative technologies and alternatives to incineration. They have also examined, in detail, the West Sussex County Council and South Downs National Park Authority West Sussex Waste Local Plan April 2014 and Britaniacrest's supporting development documents, attended public meetings, and provided representatives to the Residents' Liaison Group (RLG) for Britaniacrest since 2015.
5. Ni4H has engaged with members of the public through, *inter alia*, organising two petitions, holding public meetings and exhibitions, through the media and social media. Whilst acknowledging these are not formal tools in the planning process, Ni4H asks the Planning Inspector to note the 4,532 members of the public who signed Ni4H's Change.org petition at planning application stage, and over 1,300 members of the public (so far) who have signed Ni4H's new petition at planning appeal stage who feel very strongly that this planning appeal should be dismissed (new petition started 27th January 2019, signatures up to 4th March 2019 were 425 on paper copies and 889 online petition with Change.org, totaling 1,314 signatures). From the Group's review of other similar appeals, it is apparent that public perception and fear can be considered a material consideration in the determination of the appeal (see paragraphs 1240-1245 of the Javelin Park decision (APP/T1600/A/13/2200210) which was in line with Swindon Borough Council's Closing Statement for Appeal 3197964 for application S/16/1055).
6. Ni4H has kept up to date with a changing view in the Government to move away from residual waste management to a focus on increasing resource productivity through measures to avoid the residual waste streams altogether, as set out in the 2017 Government Office for Science Report "*From Waste to Resource Productivity*"¹, and Defra's "*Our Waste, Our Resources: A Strategy for England*"² published at the end of 2018. The latter document sets very clear pathways and drivers to secure change and to tackle specific problematic waste streams e.g. plastic and food waste.

¹<https://www.gov.uk/government/publications/from-waste-to-resource-productivity>

²<https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england>

No Incinerator 4 Horsham Community Group

7. Ni4H appreciates there is a pressing need to manage waste as high up the waste hierarchy as possible, in the top tiers, and is concerned that this could be undermined by overprovision of new waste treatment capacity at the lower tiers of the waste hierarchy.
8. Ni4H's previous objections to the two planning applications submitted by Britaniacrest under applications reference WSCC/015/18/NH and WSCC/062/16/NH were made in two parts with an accompanying Executive Summary:
 - The extent to which the development meets the planning policies of the West Sussex Waste Local Plan, Horsham District Planning Framework, National Planning Policy Framework and National Planning Policy for Waste and the strategic objectives/policies within.
 - Other issues within the applications, and
 - A summary of the members' overarching objections.
9. Ni4H notes that during the most recent application the Appellant made some small changes to the design of the building – changes in roofing, colours used on the building and a small reduction in roof height.
10. However, Ni4H remains of the view that nothing material has changed in respect of the reasons to which Ni4H objected initially, notably:
 - The size of the building remains the same
 - The stack remains at 95m
 - The loss of amenity remains the same
 - The cumulative effect of this development with the Strategic Housing development of North Horsham is not assessed sufficiently
 - The traffic assessment is flawed and insufficient,
 - There remains no evidence to support "recovery" status
 - The development is in contravention with key planning policies in Ni4H's view.
11. The West Sussex County Council Planners' report to the Planning Committee dated 18 July 2017 for application WSCC/015/18NH recommended that the application be refused on the grounds of (verbatim):
 - Poor quality design and the scale, mass and height of the proposed facility including the height of the stack;
 - Unacceptable and significant adverse impacts on the wider landscape including the AONBs, character of area, heritage assets and visual amenity of residents (current and future);
 - Contrary to Policies W11, W12, W13 and W15 of West Sussex Waste Local Plan (2014), Policies SD 7, 25, 26, 30, 32, 33 and 34 of Horsham District Planning Framework (2015);

No Incinerator 4 Horsham Community Group

and paras 17, 56, 57, 60-67, 115, 129, 134 and 135 of the National Planning Policy Framework (2012), and

- Failure to demonstrate that the noise would not have a significant adverse impact on residents and therefore contrary to Policies W10 and W19 of the West Sussex Waste Local Plan; policy 24 of the Horsham District Planning Framework (2015) and paragraph 123 of the National Planning Framework (2012).

12. When the West Sussex County Council (WSSC) Planning Committee convened on 19th June 2018 to consider the new planning application WSSC/015/18/NH, it resolved to refuse planning permission on six grounds and a decision notice was issued on that basis, dated 11th July 2018.

13. Ni4H's position with respect to these grounds for refusal are set out as follows:

14. Reason 1: Need

WSSC's ground for refusal: *It has not been demonstrated that the facility is needed to maintain net self-sufficiency to manage the transfer, recycling and treatment of waste generated within West Sussex. Therefore, the development is contrary to strategic objective 3 of the West Sussex Waste Local Plan 2014.*

Ni4H's position: *It is Ni4H's view that there has been insufficient consideration of the application's compliance with the West Sussex Waste Local Plan and its role in the waste management capacity needed in the Plan area. It is noted that the Appellant states that need is not a consideration given that the site is allocated. However, Ni4H is of the opinion that full consideration should be given to need, particularly in light of the additional waste management capacity provided by the MBT plant, referenced above. Need has not been evidenced and lack of need is a reason why the Appeal should be dismissed. Need should be treated as a Main Matter for consideration at the Public Inquiry.*

15. Reason 2: Landscape and Visual Amenity

WSSC's ground for refusal: *The development would have an unacceptable impact on landscape and the visual amenity of the area, contrary to Policies W12 and W13 of the West Sussex Waste Local Plan 2014.*

Ni4H's position: *Ni4H agrees with West Sussex County Council that this is a key consideration as set out previously. This too should be treated as a Main Matter for consideration at the Public Inquiry.*

16. Reason 3: Highway Capacity

WSSC's ground for refusal: *The development would have an unacceptable impact on highway capacity, contrary to Policies W10 and W18 of the West Sussex Waste Local Plan 2014.*

No Incinerator 4 Horsham Community Group

***Ni4H's position:** Ni4H maintains that the assessment undertaken by the Applicant is deficient and that the capacity of the highways to absorb the proposed vehicle movements has not received proper interrogation.*

17. Reason 4: Residential Amenity

***WSCC's ground for refusal:** The development would have an unacceptable impact on residential amenity, contrary to Policies W10 and W19 of the West Sussex Waste Local Plan 2014.*

***Ni4H's position:** Ni4H maintains this is a key consideration for the community, and notes the West Sussex County Councillors' comments on existing noise/odour and flies on site during their site visit prior to determination of the planning application, despite planning constraints and technology in place to mitigate. Ni4H is not convinced that the Appeal proposals will be operated in a more compliant way than current operations which are subject to planning conditions.*

18. Reason 5: Public Health

***WSCC's ground for refusal:** The development would have an unacceptable impact on public health, contrary to Policy W19 of the West Sussex Waste Local Plan 2014.*

***Ni4H's position:** It has been clear from responses elicited by various means of consultation that there is overwhelming concern from residents about the potentially adverse health impacts of this development. Ni4H raised concerns about the level of consideration given by the Officers of the Council in terms of environmental and health considerations, opting to defer to the Environment Agency. The Environment Agency (EA) wrote to the West Sussex County Council Planning Officers to restate what they thought their responsibility was and was not. Whilst detailed consideration of how best to control emissions is generally a matter covered by Environmental Permitting (remit of the EA), it is the responsibility of the planning authority (and in this case the Inspector) to assess whether this is an acceptable use of land given the impact of the proposed use on local residents and, as such, the anticipated adverse health impacts of the development. This is a material planning consideration that should weigh against the proposal.*

19. Reason 6: Cumulative Impact

***WSCC's ground for refusal:** The development, along with other existing, allocated and permitted development, including the North of Horsham development, would result in adverse cumulative impacts, contrary to W10 and W21 of the West Sussex Waste Local Plan 2014.*

***Ni4H's position:** Ni4H remains of the view that the Applicant has not satisfactorily ruled out significant adverse cumulative impacts, and such adverse cumulative impacts should weigh against the proposal in the planning balance. Whilst some adverse impacts can be controlled through planning conditions and as part of the Environmental Permitting*

No Incinerator 4 Horsham Community Group

process, other impacts are likely to be an undesirable consequence of allowing the development on the site and therefore sit at the heart of whether this proposed development represents an acceptable use of the land given the resultant impacts, individually and cumulatively.

20. This Interested Party submission by Ni4H should be read alongside Ni4H's representation objecting to planning application WSCC015/18/NH and WSCC/062/16/NH. Consideration should also be given to the Planning Committee report and Minutes of that Meeting, and aspects, which in the view of Ni4H were not considered as fully as they should have been as part of that meeting (enclosed: Ni4H Representations for WSCC/05/18/NH and WSCC/062/16/NH with its Addendum).

Executive Summary

21. Ni4H strongly believes that the Appeal against refusal of a "3Rs facility" in Horsham should be treated as nothing other than a proposal for an incinerator (bottom of the Waste Hierarchy) which fails to meet key Local, County and National objectives, policy, and guidance including:

West Sussex Waste Local Plan (2014)	<ul style="list-style-type: none"> • Strategic Objectives 3, 5, 7, 8, 9, 10, 13 and 14. • Policy W11 Character • Policy W12 High Quality Developments 	<ul style="list-style-type: none"> • Policy W13 Protected Landscapes • Policy W15 Historic Environment • Policy W19 Public Health and Amenity and • Policy W21 Cumulative Impact
Horsham District Planning Framework (2015)	<ul style="list-style-type: none"> • Strategic Policy 1 & 2 • Policy 24 (Environmental Protection) • Policy 25 (District Character and the Natural Environment) • Policy 26 (Countryside Protection) • Policy 30 (Protected Landscapes) 	<ul style="list-style-type: none"> • Policy 32 (Quality of New Development) • Policy 33 (Development Principles) • Policy 34 (Heritage Assets and Managing Change within the Historic Environment) • Policy 36 (Appropriate Energy Use) • Policy 40 (Sustainable Transport) • Policy 41 (Parking)

No Incinerator 4 Horsham Community Group

National Planning Policy Framework (9 th February 2019)	Paras 11, 124-125, 128, 150, 170, 174, 180-181, 185, 196-197
National Planning Policy for Waste (2014)	<ul style="list-style-type: none"> • Paragraph 1 • Paragraph 7 • Appendix A • Appendix B
Planning Practice Guidance	<ul style="list-style-type: none"> • PPG on Waste (paragraph 47) • PPG on Renewable and low carbon energy • PPG on Climate change • PPG on Air quality
Our Waste, our resources: a strategy for England (2018)	Chapter 3 and in particular paragraph 3.2.1

22. Ni4H objects to the development on the following grounds:

Main considerations

23. Landscape and visual impact

- The proposed buildings are significantly sized in terms of height and bulk making them not only visible from outside the site itself but also from a considerable distance away. In Ni4H's view, there is no mitigation to the excessively high chimney needed to make such an operation safer to the local population. This is a visually dominant element of the proposal. Within its immediate setting, it is Ni4H's view that the plant's scale will be overbearing and will intimidate the other neighbouring businesses.
- The building design, size and location, in Ni4H's view, will create intense industrialisation and overshadowing that will cause long-term damage to the character of Horsham and Warnham and the local environment. Given the scale of buildings, they are not able to be absorbed into the landscape and will not harmonise with the immediate and surrounding landscape.
- In Ni4H's view, the visual impact is understated in the Planning Application documentation – the proposal is not a high-quality development and will not protect or enhance the landscape and townscape character of West Sussex. In Ni4H's view, the development would be in direct contrast to the North Horsham development which is seeking to enhance and improve the sense of place for all the residents to enjoy. The Appeal proposals would be visually dominant and intrusive and would significantly detract from the aforementioned sense of place for the North Horsham development.
- The proposed site plan shows a very constrained site and opportunities for additional mitigation or enhancement appear to be limited. In Ni4H's view, the

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footprint of the site, within the red line boundary is too small to accommodate the Appeal proposal which has been 'shoehorned' into the site without any consideration for the space between other facilities on the overall site, and all of this in a rural area, adjacent to a major housing development and using a road network which is inadequate.

24. Environmental benefits

25. Waste plant may operate as a Disposal facility

Ni4H notes that the Appeal proposal fails to demonstrate it meets the definition under R1 for the installation to be defined as a Recovery operation, to outline how this electricity will be delivered to the National Grid, and to demonstrate a demand for heat from either the industrial or residential population of Horsham. Ni4H argues that a town the size of Horsham is not suitable for such a large scaled plant. As a consequence, the Appeal proposal will sit at the bottom of the waste hierarchy and will be considered as a disposal facility.

26. Impact of the plant in terms of the waste hierarchy – need for the plant

It is Ni4H's view that there has been insufficient consideration of whether or not the application is in line with the West Sussex Waste Local Plan and its assessment of waste management capacity over the Plan period. Lack of need is a valid reason why planning permission was refused and should be treated as a Main Matter for consideration at the Public Inquiry. Ni4H's view is that this proposal has not been assessed adequately against the need to provide for net self-sufficiency and local need or the aspirations of the NPPF. Resource utilisation needs to be maximised and exploited to its fullest, rather than reducing the overall quantity of waste by simply incinerating - this is a key policy for the UK, the most recent evidence of which is in 'Our Waste: Our Resources' (December 2018). Therefore, the incineration capacity within the UK needs to be appropriate, sited carefully and exploited to its fullest to make full use of the energy produced as a result. Ni4H is not convinced this site, and this size of incinerator is needed for the 30-year operating period outlined.

27. Impact of the plant in terms of the waste hierarchy – danger of diverting waste from higher levels of waste hierarchy

The new Resources and Waste Strategy is focused on sustainable resource management. Recovery and disposal are the last options where all use of a resource is nearly or completely depleted. At the point this proposed incinerator may come on line, in 2023 or later, the demand for incineration capacity in England is likely to be lower than it is today. Couple this with all the measures the Government intends to take to prevent, reuse and recycle more along with the changing societal attitude to climate change and zero waste initiatives, this really puts into question the need for such large-scale throughput plants

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and their influence on travelling distances for feedstock and the balance to be struck with the impact these plants have and alternatives

28. *Waste plant will have an adverse greenhouse impact*

Ni4H's believes that the information provided to date contains errors and omissions and the Appellant should be expected to provide detailed information about the basis for any climate change claims made, including feedstock composition and energy efficiency. It is Ni4H's view that potential adverse climate change should be treated as a Main Matter.

Supplementary considerations

29. *Highway capacity*

Ni4H maintains that the assessment undertaken in the original applications was deficient. Potential impacts (including environmental impacts) of the incinerator's HGV traffic, were discussed in advance under planning applications WSCC/018/14/NH and WSCC/021/15/NH - this level of traffic has not yet been achieved so, in Ni4H's opinion, any data used in the application is not accurate. Since the determination of these applications, the baseline conditions relating to highways has changed. The most notable change is to the access to Langhurst Wood Road. Sustainable methods of transport are not being proposed. Waste will be travelling greater distances, by virtue of the capacity of the incinerator which will draw waste from much further afield than the local area and is therefore not sustainable over the 25-30 year life of the Appeal proposals. Some of that waste being transported will now be toxic/hazardous travelling past greater numbers of residential housing and a new primary school

30. *Residential amenity*

Ni4H maintains that impact on residential amenity is a key consideration for the community, and notes the West Sussex County Councillors' comments on existing noise/odour and flies on site during their planning application visit, despite planning conditions and technology in place to mitigate such impacts. The loss of amenity including noise, odour, traffic and light pollution, has been raised by the existing residents through the liaison group and other correspondence over a prolonged period of time but with no permanent resolution. The residents are concerned about the Appellant's track record on compliance and has little confidence that any amenity conditions will be complied with. Track record should be a material consideration in the determination of the Appeal. Further loss of amenity is inevitable and also likely to be unacceptable to the new residents of North Horsham as a consequence of intensification of waste activities at the site at Brookhurst Wood

31. *Public health*

It has been clear from responses elicited by various means of consultation that there is overwhelming concern from residents about the potentially adverse health impacts of this development. West Sussex's Waste Local Plan aims to protect, and where possible,

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enhance the health and amenity of residents, businesses and visitors. This cannot be guaranteed if the proposal goes ahead with resultant and cumulative pollution, land contamination, and reduction of air quality. In Ni4H's opinion, the Appellant has not provided adequate evidence to support their assertion that there will be no impact to human health

32. *Cumulative impact*

Ni4H remains of the view that the Appellant has not adequately ruled out significant adverse cumulative impacts. Such adverse impacts weigh against the proposal in the planning balance. Ni4H believes that the cumulative effects of waste processing have not been assessed particularly with regards to the expansion of the residential footprint in very close proximity ie the North Horsham development

Additional consideration

33. *Consultation*

It is Ni4H's view that there has been inadequate public consultation with Horsham District residents, including input into the design of the Appeal proposals and sharing of the background information that informs the Environmental Statement. For such a large, impactful development, greater promotion/exhibition and timing of such should have been reflective of the population affected. The two exhibitions that took place were poorly promoted with insufficient notice and only commensurate to a small development with a very small localised area affected.

Landscape and visual impact

34. Ni4H agrees with West Sussex County Council that this is a key consideration in that “the development would have an unacceptable impact on landscape and the visual amenity of the area, contrary to Policies W12 and W13 of the West Sussex Waste Local Plan 2014”, and as set out previously in Ni4H’s objections to planning application WSCC/015/18/NH at paragraphs 1.3, 1.4, 1.5 and 1.6.
35. The proposed buildings are significantly sized in terms of height and bulk, making them not only visible from outside the site itself but also from a considerable distance away. In Ni4H’s view, there is no mitigation to the excessively high chimney needed to make such an operation safer to the local population. This is a visually dominant element of the proposal. Within its immediate setting, it is Ni4H’s view that the plant’s scale will be overbearing and will intimidate the other neighbouring businesses.
36. The building design, size and location, in Ni4H’s view, will create intense industrialisation and overshadowing and cause long-term damage to the character of Horsham and Warnham and the local environment. Given the scale of buildings they are not able to be absorbed into the landscape and will not harmonise with the immediate and surrounding landscape.
37. In Ni4H’s view, the visual impact is understated in the Planning Application documentation – the proposal is not a high-quality development and will not protect or enhance the landscape and townscape character of West Sussex. In Ni4H’s view, the development would be in direct contrast to the North Horsham development which is seeking to enhance and improve the sense of place for all the residents to enjoy. The Appeal proposals would be visually dominant and intrusive and would significantly detract from the aforementioned sense of place for the North Horsham development.
38. The proposed site plan shows a very constrained site and opportunities for additional mitigation or enhancement appear to be limited. Site areas referenced in various documents are at odds and appear erroneous:

In planning application WSCC/015/18/NH the site size was given as **3.8** hectares including access road;

In the planning application relating to the increase in tonnage and HGVs WSCC/021/15/NH; the site size is given as **3.1** hectares,

In the West Sussex Waste Local Plan, the site size is given as approximately **3.0** hectares.

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39. In Ni4H's view, the footprint of the Appeal site, within the red line boundary is too small to accommodate the Appeal proposals which has been 'shoehorned' into the site without any consideration for the space between other facilities on the overall site, and all of this in a rural area, adjacent to a major housing development and using a road network which is inadequate.
40. Ni4H is in no doubt that the 95m high, pluming chimney up to 350 metres at optimum treatment will be perceived by residents/visitors as industrialisation of the small market town of Horsham. The visible chimney and plume add to the public's perception of harm. If the plant is not effectively managed, the plume will appear more frequently and for longer. Ni4H has been told by the Planning Officers that it would be difficult to monitor any planning condition regarding the plume. A visible plume will exacerbate public concerns.

Environmental benefits

A sustainable economy

41. The policy context for assessing proposals for Energy from Waste plants is set out at the beginning of the Waste Management Plan for England – "the key aim ... is to set out our work towards a zero-waste economy as part of the transition to a sustainable economy. In particular this means using the "waste hierarchy" (waste prevention, re-use, recycling, recovery and finally disposal as a last option) as a guide to sustainable waste management." (page 1, WMPE)
42. An essential issue therefore is the overall environmental impact of what is proposed. This is clear from the second of the four principles underpinning government policy in this area: "Energy from waste should seek to reduce or mitigate the environmental impacts of waste management and then seek to maximise the benefits of energy generation" (page 8, Defra-EFW-Guide).
43. Specific questions that arise then relate to:
- Whether the proposed plant would operate as a Disposal or Recovery facility
 - The overall impact of the plant in terms of the waste hierarchy
 - The impact on greenhouse gas emissions

Waste plant may operate as a Disposal facility

44. The resounding message set out in the 2018 Waste and Resource Strategy for England is to move away from incinerators which have failed to be efficient and to ensure that all incinerators are achieving the R1 status as defined under the EU Directive 2008/98/EC, the Waste Framework Directive. Ni4H points out that at <https://www.gov.uk/guidance/waste-incinerator-plant-apply-for-ri-status> it notes *"Incinerating waste is a disposal activity. You can re-class your incinerator as a recovery operation if you get R1 status"*. In the case of the original application, the planning authority assumed incorrectly it is the role of the Environment Agency to confirm R1 status³ rather than following government guidance and policy as outlined on the government website.
45. Ni4H notes that the Appeal proposal fails to demonstrate it meets the definition under R1 for the installation to be defined as a Recovery operation. Although the applicant estimates it could produce up to 18-21 MW of Electricity for the National Grid, it fails to outline how this electricity will be delivered to the National Grid and fails to demonstrate a demand for heat from either the industrial or residential population of Horsham.
46. If the proposal is not recovery, it cannot be defined as a Recycling, Recovery and Renewable Energy development. Instead, it would be a recycling (Britaniacrest Recycling Limited) and burning of waste operation (new operator to be announced); the latter of which is defined under the same Directive as *"disposal of waste by incineration on land"* under D10-Annex I (1). It has not been demonstrated that the proposed facility is anything other than a disposal facility at the bottom of the Waste Hierarchy, and in the absence of any planning condition requiring R1 ('recovery') status, it would be wrong to assume that the facility should be treated, for planning purposes, as if it were R1 compliant.
47. From a land use planning perspective, it is necessary to determine where waste management sits within the waste hierarchy. If R1 status is not proven, noting that it now must be, that facility would sit firmly at the bottom of the waste hierarchy and would be deemed disposal, an option of very last resort and now contrary to government policy. It is entirely appropriate for due consideration to be given to this matter during the Appeal process.
48. In further support of Ni4H's view, it is noted from the Capel High Court Judgement (Case number CO/5684/2008 & 0510/2009) presided by Mr Justice Collins hearing Capel Parish Council vs Surrey County Council in relation to a very similar proposal for an incinerator

³This was set out in an email from Ben Freeman, E&B Senior Advisor (Waste Incineration); Environment Agency; ben.freeman@environment-agency.gov.uk to Jane Moseley jane.moseley@westsussex.gov.uk on 19 June 2018 14:12

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which failed to meet the R1 criteria to be defined as “recovery”/ Energy from Waste) that sections 39-41 are just as relevant to this application. It notes, that similarly, the plans for a recovery operation was actually disposal in nature as a result of the R1 criteria not being met, and that Surrey County Council failed to apply the proximity principle and seek to ensure that waste would be disposed of at the nearest local installation. It cannot be argued that waste from the southern counties should be disposed of “locally” in Horsham. Unless, the applicant can evidence that it can meet the R1 criteria and sufficiently recover energy from the burning waste, then the Appeal should be dismissed as it does not meet the description of what it intends i.e. to “recover” waste. If the Appellant wishes to resubmit an application for an incinerator/disposal of waste facility using thermal treatment, it will need to comply with the proximity principle and be sized according to the needs of West Sussex.

49. Although there is a confident statement and forecast for electricity which might be produced from the incineration of waste, the applicant fails to provide any detail of the infrastructure required. Ni4H notes in a pre-planning letter dated 20.12.15 from Michael Elkington that the technical details should be provided as part of the planning application, but this has not been submitted. Ni4H seeks answers to the following:

- Confirmation that there is agreement in principle that UK Power will provide demand of 18-20 MW continuously
- The details of the agreed voltage level to be generated, and the method of transmission, i.e. overhead lines, buried cables etc and whether any of those elements in themselves constitute development
- Given that 18MW represents about 30% of the Horsham area standing load, the agreed physical location where this demand will be provided by the grid.
- The intended route of the transmission method under point 2 above if the connection is remote, the intended route between the on-site substation and the locations under point 3 above.
- As requested on 20/12/15, which party will design the route under point 4 above and if further planning applications or wayleave requests are anticipated by either party.

This point was raised at the West Sussex County Council planning committee meeting. Although there were no details provided by either the applicant or the Planning Officer in her report in response to the question, the Planning Officer suggested that there was the means to connect the site to the grid through Bolney sub-station. *“I...we've been advised that it would be connected up at Bolney. Those works would be undertaken under Permitted Development rights. It wouldn't be a Grampian-type situation where it be a 6 metre wide strip, or whatever it is, across a green field, it would be, as with other connections to the Grid, where it would follow paths of roads and things like that⁴”.*

⁴Taken from transcript provided by WSCC of the Planning Committee meeting held on 6th June 2018.

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Ni4H have not seen any details to support this prospect. Until details are provided, it should not be assumed that a connection is possible or that the applicant intends to do so.

50. The Resources and Waste Strategy also notes that focus will be on ensuring that all future EfW plants achieve recovery status and that *"the Waste Management Plan for England and the National Planning Policy for Waste and its supporting planning practice guidance reflects the policies set out in this Strategy. This will consider how to ensure, where appropriate, future plants are situated near heat customers"*.
51. Ni4H asks the Planning Inspector to note the heating customer report prepared by the applicant which assessed that there was an insufficient customer base for the heat from the plant. Ni4H argues that a town the size of Horsham is not suitable for such a large scaled plant. Siting this plant on the outskirts is also problematic as even if scaled appropriately, the infrastructure needed to make use of the heat would be expensive and challenging to implement. Again, the developer has made no provisions in their application or appeal proposals to make use of the heat or how it might go about doing so.
52. If the Appellant resists the inclusion of a Design-stage R1 Certification Condition along the lines of Condition 24 imposed by West Sussex County Council's November 2013 decision in relation to application reference WSCCC/096/13/F for Grundon's Circular Technology Park proposal, then the Planning Inspector could refuse the planning application due to the proposal's contravention of the waste hierarchy (see Lock Street decision (PINS Ref 2224529)).

Impact of the plant in terms of the waste hierarchy – need for this waste management solution in West Sussex and in particular Horsham Brookhurst Wood site has not been demonstrated

53. The Planning Policy Guidance on Waste dated 15th October 2015 (<https://www.gov.uk/guidance/waste>) states: "...The waste hierarchy is also capable of being a material consideration when determining individual proposals for waste management facilities..." (Paragraph: 055 Reference ID: 28-055-20141016, Revision date: 16 10 2014)."
54. It is Ni4H's view that there has been insufficient consideration of the application being in accordance with the West Sussex Waste Local Plan and its assessment of waste

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management capacity over the Plan period. Lack of need is a valid reason why planning permission was refused and should be treated as a Main Matter for consideration at the Public Inquiry.

55. Need needs to be demonstrated where:

- the local plan is not up-to-date with respect to need (e.g. because current residual waste arisings are significantly below those forecast or because the Plan does not take into account the lower need for residual capacity in light of the Government's Resources and Waste Strategy), or
- the proposal is not consistent with an up-to-date local plan.

56. The National Planning Policy for Waste (NPPFW) Paragraph 7 states that:

"7. When determining waste planning applications, waste planning authorities should:

- only expect applicants to demonstrate the quantitative or market need for new or enhanced waste management facilities where proposals **are not consistent with an up-to-date Local Plan**. In such cases, waste planning authorities should consider the extent to which the capacity of existing operational facilities would satisfy any identified need;" **(emphasis added)**

57. The Waste Local Plan outlines that *"In theory, the allocated site has the physical capacity to deliver a single built facility (up to c.300,000tpa) or a number of smaller facilities; however, the actual waste management capacity achieved on the site would depend upon the specific type of facility/facilities and the chosen technology or technologies"*. It also noted that Brookhurst Wood site is *"allocated to meet an identified shortfall in non-inert landfill capacity. Accordingly, it is acceptable, in principle, for that purpose: • Extension to Brookhurst Wood Landfill Site, near Horsham (Policy Map 4)."*

58. The West Sussex Waste Local Plan continues with *"... the allocation of a site in the Plan does not mean that a proposal for the allocated use will automatically be granted planning permission. The proposal must be acceptable in its own right taking into account all the material considerations."* Ni4H's view is that this proposal is in conflict with the West Sussex Waste Local Plan, elements of which are out-of-date.

59. Since the plan was developed, Britaniacrest began operating a transfer and recycling business with permission to manage initially 200,000 tonnes per year. It was permitted to manage, through its later permission WSCC/021/15/NH 230,000 tonnes of waste and up to 284 vehicle movements per day Mon-Friday and 140 per day on Saturday mornings. This permission was granted on 3rd June 2015 with a planning condition stating:

"This development hereby permitted shall commence before the expiration of 3 years from the date of this permission"

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60. Further to the planning permission granted to manage 230,000 tonnes per annum (WSCC/021/15/NH), Ni4H notes that Britaniacrest did not apply to the Environment Agency to update its Environmental Permit from 200,000 to 230,000 tonnes. The current Environmental Permit is for 200,000 tonnes, despite the fact that the Environment Agency's consultation response dated 4th April 2018 (planning application WSCC/015/18/NH) stated "The site already has a bespoke permit in place for a waste transfer station with a capacity of up to 250,000 tonnes of waste (EAWML 401997)".
61. As detailed more fully in Ni4H's earlier representations, the transfer and recycling business of Britaniacrest in Horsham has operated significantly below that permission and during that 3-year time-scale (both in terms of volume of waste and HGV traffic). The 3Rs development notes a maximum level of recycling activity of 50,000 tonnes per annum. The existing transfer and recycling business operating today only operates with around 130,000 tonnes (2018 figures). It appears to Ni4H that this 2015 permission for waste processing and HGV traffic was not made for the transfer and recycling business that Britaniacrest has been operating but was building up an incremental case to support the needs of the future 3Rs plant it applied for in late 2017.
62. The need for additional waste management sites to be allocated in the West Sussex Waste Local Plan was based on out-sourced research on waste arisings and needs which is completed annually. The research is problematic primarily due to the lack of monitoring of waste arisings data. The last report was made in 2016/17⁵ with the following high-level conclusions:
- *"Total waste arisings in 2016/17 were 2.14mt. This is a 8% increase over the estimated arisings in the adopted Waste Local Plan (1.95mt) for 2015 based on the base case growth rates;*
 - *MSW arisings were 443,000 tonnes. This is a 10% increase over the estimated arisings in the adopted Waste Local Plan (403,000 tonnes) for 2015 based on the base case growth rates;*
 - *C&I arisings were 498,250 tonnes. This is a 17% decrease than the estimated arisings in the adopted Waste Local Plan (600,000 tonnes) for 2015 based on the base case growth rates;*
 - *Recycling levels for MSW and C&I waste are generally increasing and the amount of waste going to landfill is falling;*
 - *C&D arisings were 1,198,250 tonnes which is an increase from the previous year's arisings and higher than the projected arisings in the WLP (2014)*
 - *The revised forecasts for waste arisings in 2031 could mean a need for further waste capacity, beyond that set out in the WLP, in the future. This will continue to be monitored through future Monitoring Reports."*

⁵<https://www.westsussex.gov.uk/media/11254/amr2016to2017.pdf>

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63. In section 5.5.2, the report states: “With the exception of inert recovery capacity, there has been a general increase in capacity to manage all waste streams and Table 13 shows that West Sussex appears to be more than self-sufficient in terms of capacity against arisings”.

Table 13: Waste Capacity Headroom/Shortfall from 2016/17 report

	Arisings 2016/17 (tonnes)	Capacity 2016/17 (tonnes)	Capacity headroom (+)/ shortfall (-) (tonnes)
Transfer Capacity		1,287,005	
Non-inert Recycling and Composting (MSW and C&I)	385,000	538,393	+ 153,393
C&D Recycling	456,000	789,375	+ 333,375
Non-inert Waste Recovery (MSW and C&I)	295,000	580,000	+285,000
Non-inert landfill	261,000	100,000	-161,000
Inert recovery/other management	331,000	765,491 (1)	+ 434,491
Inert Landfill	411,000 (2)	0	-411,000

(1) Capacity figure for C&D waste recovery is an estimate based on projects that have permission and an estimate of the amount of waste each site is likely to take each year. (2) Although the arisings indicate that there is 411,000 tonnes going to landfill, the majority of this went to non-inert landfill for restoration.

64. The adopted West Sussex Waste Local Plan identified that the Authorities needed to plan for a total increase in waste management capacity of 0.68 million tonnes per annum to 2031, allowing for a degree of contingency. The sites within Policy W10(a) of the West Sussex Waste Local Plan “could deliver between 0.70 and 0.85mtpa of additional built waste capacity, leaving some flexibility.” The report also notes a decrease in C&D recycling, C&I recycling and Open Window composting of around 140,000 tonnes.
65. The West Sussex Waste Local Plan also states that *“the provision of too much capacity could act as a disincentive to the introduction of more sustainable forms of waste management”* (para 6.2.6) and *“... it is not considered appropriate to make provisions for the continued disposal of waste from outside West Sussex at those historic levels because such imports would conflict with the objectives of net self-sufficiency at the county level and the waste should either be recycled or treated within those areas”* (para 6.2.7).
66. This new Britaniacrest facility was initially badged as a commercial 3Rs facility burning and recycling C&I and C&D waste; but on second application this was expanded to additionally include municipal waste. The recycling element of the proposal accounts for a maximum of 50,000 tonnes (20%) - the space allocated to that function for the 3Rs plant is extremely limited.
67. The focus of the 3Rs is on “recovery” - there does not appear to be a shortfall according to the West Sussex County Council commissioned report. In Ni4H’s view, Britaniacrest also

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has pre-empted this and has openly stated that they will accept and import waste from the southern home counties which includes Surrey, London, Kent, Hampshire, East Sussex and West Sussex. This could leave West Sussex County Council in a position where one of its strategic sites is allocated for burning imported waste if there are no commercially acceptable arrangements put into place for the benefit of West Sussex. This would be contrary to the proximity principle.

68. The importation of waste is something the West Sussex Waste Local Plan does not support. There has been no consideration in the application or Committee Report of this element of the West Sussex Waste Local Plan, and whether or not to do so makes sense from a sustainability perspective. If the proposal is permitted, then West Sussex County Council would also lose the current transfer capacity provided by the existing business of 230,000 tonnes.
69. The Planning Policy Guidance on Waste dated 15th October 2015 (<https://www.gov.uk/guidance/waste>) states: "..Waste planning authorities should ensure that waste disposal facilities and facilities for the recovery of mixed municipal waste collected from households are appropriately sited to ensure compliance with the proximity principle..." (Paragraph: 055 Reference ID: 28-055-20141016, Revision date: 16 10 2014)."
70. The West Sussex Waste Local Plan states that "sites allocated in Policy 10(a) are located in the Area of Search close to where the waste arises". So, coupled with the need, is also the position of the Strategic Site to the waste arisings. West Sussex County Council notes most of its commercially-derived waste arises on the coast of West Sussex to the south of the county and around Gatwick/ Crawley. Gatwick has built its own waste management facilities including an incinerator to be self-sufficient. WSCC has an existing planning permission for an EfW facility (gasification) in Ford under WSCC/096/13/F. If built, this would be closer to the arisings in the south of the county. The Brookhurst Wood site is likely to result in more transfer of waste mileage, along with its associated environmental damage from diesel engine HGV journeys if this location is permitted for the importation across county boundaries and across the breadth of Sussex.
71. More recently, concerns have been raised to Government on the prospect of over-capacity of incinerators in the UK, and additionally the longer distances waste has to travel to be incinerated; also that recyclable materials are having to be incinerated due to a lack of infrastructure available to reuse or recycle waste. This is down to cost.
72. The recent independent study carried out by consultants Eunomia suggests that there may be sufficient installed residual waste treatment capacity by 2020 – before the plant would even become operational. Their report comments that: "As we move toward the point in time when the available treatment capacity matches the demand for it, the economic consequences of excess capacity will begin to loom ever larger, with the

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likelihood of business failure increasing, owing to the lack of sufficient feedstock available at a price that is financially sustainable.” (section 1.1, Eunomia-12).

73. If the Government makes a decision to implement an Incineration Tax to try and reduce the amount of waste being incinerated, having a permitted very large capacity 30-year incinerator will become problematic because it could result in the site being abandoned which would have adverse impacts. Ni4H’s view is that the need for such a plant of this size and longevity should be carefully considered in light of local and sustainable need, building in changes expected (ie reduction in waste to be recovered or disposed of) over time as planned for by the Government.
74. It is Ni4H’s view that this currently designed business model is not sustainable over the 30-year term it is planning to operate within. This is because more waste will be imported due to the difficulty of securing local waste, and potentially the site will be abandoned leaving a ‘white elephant’ and thereby preventing more beneficial uses of the site. Site ownership and the business model (HGV transportation) is a key consideration to the applicant. In Ni4H’s view, the waste arising and desire to import waste from larger distances is not in line with the proximity principle nor the West Sussex Waste Local Plan. The impact outside of the most local network of roads was not considered as part of the planning application. Much of the data used was out of date and did not reflect the current traffic/road use by various stakeholders adequately in Ni4H’s view.
75. Ni4H’s view is that this proposal has not been assessed adequately against the need to provide for net self-sufficiency and local need or the aspirations of the NPPF. Resource utilisation needs to be maximised and exploited to its fullest, rather than reducing by simply incinerating - this is a key policy for the UK. Therefore, the incineration capacity within the UK needs to be appropriate, sited carefully and exploited to its fullest to make full use of the energy produced as a result. Ni4H is not convinced this site, and this size of incinerator is needed for the 30-year operating period outlined.

Impact of the plant in terms of the waste hierarchy - danger of diverting waste from higher levels of waste hierarchy

76. The Planning Policy Guidance on Waste dated 15th October 2015 (<https://www.gov.uk/guidance/waste>) states: "Movement of waste up the Waste Hierarchy (see Appendix A of National planning policy for waste) is not just the responsibility of waste planning authorities. All local planning authorities, to the extent appropriate to their responsibilities, should look to drive waste management up the hierarchy." (Paragraph: 008 Reference ID: 28-008-20141016, Revision date: 16 10 2014)

"How is the Waste Hierarchy delivered through Local Plans and in planning decisions?"

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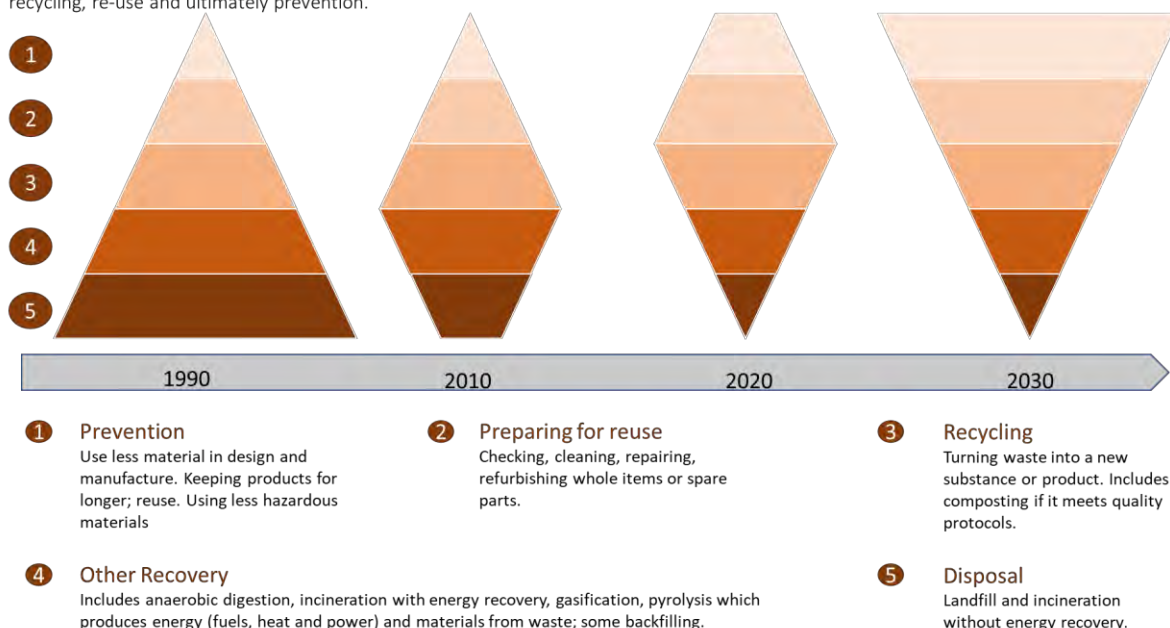
Driving waste up the Waste Hierarchy is an integral part of the National waste management plan for England and national planning policy for waste. All local planning authorities must have regard to the Plan and national policy in preparing their Local Plans. National waste planning policy is capable of being a material consideration in decisions on planning applications for waste management facilities." (Paragraph: 009 Reference ID: 28-009-20141016, Revision date: 16 10 2014)."

77. As the Eunomia report, quoted above, comments: "An excess of residual waste treatment facilities has the potential to undermine resource efficiency, and the incentive to handle waste in more environmentally friendly ways in accordance with the legally binding waste hierarchy." (section 2.2.1, Eunomia-12).
78. While the applicant was submitting its planning permission for the so-called 3Rs development, a number of societal changes began to take place. The greater focus on Climate Change, the learning from the Blue Planet documentaries and realisation/adoption of the circular economy/better management and use of our limited resources has meant that Government policy needs to change, and that societal views and expectations are changing.
79. Members of the European Parliament voted on the EU's Circular Economy Package to take another step towards a truly sustainable European economy. It is estimated that for every 10,000 tonnes of waste, 36 jobs can be recreated if it is recycled, and up to 296 if it is reused, compared to one job in case of incineration or six jobs in case of landfill. (<https://www.greens-efa.eu/files/doc/docs/6706d1f76fbd7dafb124f5f9ce88d7dc.pdf>).
80. A paper released by the European Union (The Role of Waste-to-Energy in the circular Economy, 26.01.17) warned that incineration would hamper the circular waste economy. They recommended investment in more recycling capacity and anaerobic digestion instead.
81. Ni4H wishes to highlight aspects of the new Resources and Waste Strategy published in December 2018. It is focused, as it should be, on sustainable resource management. In waste hierarchy terms prevention, reuse and recycle is where the Government wishes to prioritise and invest to get the outcomes needed. Recover and disposal are the last options where all use of a resource is nearly or completely depleted. In its diagrammatic view of this change, it is easy to see that the amount of recovery and disposal is reducing from 2010-2030 to the very lowest baseline level that can be achieved by 2020s.

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Recreated diagram from "Our Waste, our resources: a strategy for England"

Evolution of Waste Management Practices: In the past, most waste was dealt with by disposal, but over time that will shift increasingly to recycling, re-use and ultimately prevention.



82. The Government notes that there is 12.5Mt of EfW operational capacity (based on 2016 data) from 40 plants; an additional 2Mt is likely to be available by 2020 with a need for around another 7.5Mt. Eunomia RWIR⁶ (July 2017) analysis noted 14.9 million tonnes of current (2017) operational residual treatment capacity existed with a further 4.5 million tonnes of capacity currently under construction (in 2017). Ni4H notes from UKWIN a further 85 or more incinerators are being proposed, including at least:

- around 45 potential incinerators granted planning permission but where construction has yet to begin;
- around another 30 potential incinerators where planning applications have been submitted; and
- about another 10 where sites have been announced as a location for a waste incinerator, but where planning applications have yet to be submitted.

83. These assessments are showing that this would result in an over-capacity issue for the UK.

84. Couple this with all the measures the Government intends to take to prevent, reuse and recycle more along with the changing societal attitude to climate change and zero waste initiatives, this really puts into question the need for such large scale throughput plants

⁶<http://www.eunomia.co.uk/wp-content/uploads/2017/08/RWIR-Issue-12-Appendices-FINAL.pdf>

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and their influence on travelling distances for feedstock and the balance to be struck with the impact these plants have and alternatives.

85. West Sussex County Council's recycling rate is currently 44.3%, but the best in the country is already 65.4% (<https://www.letsrecycle.com/councils/league-tables/2016-17-overall-performance/>). West Sussex County Council will be trialling a food waste collection service in line with the new Government strategy to bring this to all households - this could reduce waste by 30%. The West Sussex Waste Partnership has a comprehensive communications programme encouraging reduction, reuse and recycling of items of household waste. West Sussex County Council's annual monitoring reports suggest more could be done with commercial and industrial type of waste recycling.
86. Horsham has many local community initiatives for reuse such as Horsham Matters, charity shops and the Horsham Repair Café. Alternative and additional recycling collections points exist to collect milk tops, pet food plastic pouches, flexible plastic bags, sweet, biscuit, cake and cracker wrappers, crisp packets, felt tip pens, biro, correction fluid markers and highlighters, baby food pouches, ink jet cartridges, toothpaste tubes and caps, toothbrushes, plastic bottle tops, trigger heads, pumps and tubes, cleaning wipes packaging, laptops, notebooks, netbooks, tablets, ipads, mobile phones, postage stamps, postcodes, unwanted neck ties, batteries and contact lens waste which fall outside of the county recycling collections. Loose unpackaged foods can be bought at the Horsham markets, from several local shops, farm shops and the Horsham Repair Café. People are becoming increasingly aware of and utilising all these options as they seek to reduce, reuse and recycle more.
87. This direction of travel means that cases for long-term incinerators of 25 to 30 years need more careful consideration as the capacity, once built, cannot be reduced. It is Ni4H's view that it is unacceptable to support the development of a capacity for waste treatment that cannot be met sustainably and from a local area in its entirety. This will encourage longer journeys and the environmental impact that is associated with that (largely from HGVs).
88. The feedstock noted by the applicant is also largely going to change as a result of the Government strategy. Since its initial application for only commercial waste, the applicant is now stating the proposed incinerator would take municipal waste. The type of waste feedstock is important to the operation of such plants. As that feedstock changes, so does the efficiency of that process including the technologies deployed to mitigate against the pollution arising from the resultant incineration. The need to have some mix of largely combustible material to achieve the efficiencies needed is going to be largely reduced by some of the measures to prevent, reuse and recycle. The impact of the Resources and Waste Strategy therefore does have to be considered afresh as part of any decision whether to uphold the refusal or not. The applicant should be asked to

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provide further information on what impact the strategy may have on this application in particular.

Waste plant will have an adverse greenhouse impact

89. The IPCC recently released a report highlighting the urgent need to reduce climate change emissions: <http://www.ipcc.ch/report/sr15/>

90. The Planning Policy Guidance on Climate Change dated 12th June 2014 (<https://www.gov.uk/guidance/climate-change>) states: "Addressing climate change is one of the core land use planning principles which the National Planning Policy Framework expects to underpin both plan-making and decision-taking" (*Paragraph: 001 Reference ID: 6-001-20140306 Revision date: 06 03 2014*)

91. The October 2018 report by UKWIN (UK Without Incineration Network) entitled 'Evaluation of the climate change impacts of waste incineration in the United Kingdom' stated that:

Waste incinerators currently release an average of around 1 tonne of CO₂ for every tonne of waste incinerated.

The release of CO₂ from incinerators makes climate change worse and comes with a cost to society that is not paid by those incinerating waste.

Electricity generated by waste incineration has significantly higher adverse climate change impacts than electricity generated through the conventional use of fossil fuels such as gas.

The 'carbon intensity' of energy produced through waste incineration is more than 23 times greater than that for low carbon sources such as wind and solar; as such, incineration is clearly not a low carbon technology.

Over its lifetime, a typical waste incinerator built in 2020 would release the equivalent of around 1.6 million tonnes of CO₂ more than sending the same waste to landfill. Even when electricity generation is taken into account, each tonne of plastic burned at that incinerator would result in the release of around 1.43 tonnes of fossil CO₂. Due to the progressive decarbonisation of the electricity supply, incinerators built after 2020 would have a relatively greater adverse climate change impact.

Composition analysis indicates that much of what is currently used as incinerator feedstock could be recycled or composted, and this would result in carbon savings and other environmental benefits. Thus, incinerating waste comes with a significant 'opportunity cost'.

92. Ni4H's believes that the information provided to date contains errors and omissions and the Appellant should be expected to provide detailed information about the basis for any

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climate change claims made, including feedstock composition and energy efficiency. It is Ni4H's view that potential adverse climate change should be treated as a Main Matter.

93. Ni4H is of a view, based on work by UKWIN (UK Without Incineration Network) that the Carbon Assessment is flawed, with, amongst other errors, avoided transport emissions overstated by more than 2.75 million tonnes of CO₂, and transport assumptions which do not take account of diesel vehicles being replaced with electric vehicles during the lifetime of the proposed facility (see UKWIN representation of April 2018 "UKWIN Objection and Request for R1 Planning Condition").

Supplementary considerations

Highway capacity

94. Ni4H maintains that the assessment undertaken in the original applications was deficient. Potential impacts (including environmental impacts) of the incinerator's HGV traffic, were discussed in advance under planning applications WSCC/018/14/NH and WSCC/021/15/NH - this level of traffic has not yet been achieved so, in Ni4H's opinion, any data used in the application is not accurate.
95. The changes now approved as part of the North Horsham development have not been taken into account - of most note is the changes to access to Langhurst Wood Road.
96. Sustainable methods of transport are not being proposed. Waste will be travelling greater distances, by virtue of the capacity of the incinerator which will draw waste from much further afield than the local area and is therefore not sustainable over the 25-30 year life of the Appeal proposals. Some of that waste being transported will now be toxic/hazardous travelling past greater numbers of residential housing and a new primary school.
97. Britaniacrest has had a history of requesting additional movements in line with their transfer business, with increments of under 30%. This has resulted in a very rudimentary consideration by those charged with understanding the impact on all parties/the overall network of roads. In reality, the permissions have not been adhered to as set out in Ni4H's previous representations. This has had the impact of overinflating the vehicles on the highway and therefore minimising the impacts associated with the proposed plant. Also, this has meant that the larger impact assessment which would ordinarily go along with a development of this size and impact has been radically reduced. In Ni4H's opinion, it appears that the application to increase the volume of waste and resultant traffic, in support of the current development, was made in advance of need rather than for the

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transfer business. The assessment of impact was woefully inadequate if compared to the North Horsham planning reports covering traffic assessments.

98. The applicant currently makes use of small to large HGV diesel vehicles as part of its overall core business; the proposal to diversify into incineration would change its business model significantly.
99. The North Horsham development plans included an assessment of Langhurst Wood Road and in particular the required changes to the road network which would see the existing traffic detour past the new housing and a new school before joining the A264. It made this assessment on current flows of traffic, which as mentioned does not include the full level of permitted traffic from the Britaniacrest transfer business. Additionally, the developers for North Horsham were not aware that instead of skips and the like moving along the new access road it would need to build, it would now be having larger HGVs some of which would be transporting toxic/hazardous waste past the housing and new primary school.
100. It is Ni4H's view that options for the traffic associated with the incinerator should be re-considered and in light of a much larger impacted set of receptors, some of whom are vulnerable. At present, the impacted residents are limited to Langhurst Wood Road. Going forward, significantly more residents, school users and leisure users will be impacted and in the view of Ni4H a cumulative assessment should be undertaken.
101. The applicant has not provided any evidence other than a statement that the rail network for transportation of waste was considered and dismissed on cost terms. Research being undertaken by the Department for Transport is focussing on the true impact of HGVs to society and creating a level playing field to compare rail with HGVs and considering a much fairer charging structure.
102. The MTRU research issued in April 2017⁷, sponsored by the Department for Transport, showed that removing 2000 HGVs from a given road could reduce NOx by 10 per cent, particulates by 7 per cent on each corridor as well as reducing overall national CO2 emissions by 2.5 per cent and killed and seriously injured by 18. A nationwide distance-based HGV charging system could result in more rail freight flows, as it has done in Germany, because of more parity between the modes, and thereby lead to further reductions in congestion and pollution.
103. In Ni4H's view, alternative routes to support this business should be considered from the site to the A264 to reduce the impact on residents existing and future. A consideration should be made as part of the North Horsham development and this development to ensure that the access makes the most sense for all stakeholders and users. This was one

⁷<https://bettertransport.org.uk/sites/default/files/research-files/cross-modal-freight-study.pdf>

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element the West Sussex County Councillors were concerned about when considering the refusal of the planning permission. The future residents and the existing should not be put in a position of having to accept the noise/pollution and risk associated with the transportation of both toxic/hazardous and non-toxic/hazardous waste as part of this new business without all options and analysis being considered in full. Relying on a previous planning permission for a very different kind of business is misleading and exploiting the loop holes of our current planning system in a pre-planned way.

104. Additionally, current assumptions of other modes of users making use of the existing Langhurst Wood Road to access the station in Mercer Road, or Warnham village facilities need to change and increase. For existing non-vehicle users, Langhurst Wood Road is dangerous due to speed, width of road, lack of pavements, road lighting, cycle lanes and no bus service. A horse has had to be put down following an accident on Langhurst Wood Road. It is Ni4H's view that it is fortunate that accidents of even greater significance have not occurred, but with greater residential growth in this area, this is an increasing concern.
105. Ni4H provides more analysis of the highway impact of this proposal in its objection to planning application WSCC/015/18/NH at paragraph 1.8.

Residential amenity

106. Ni4H maintains that impact on residential amenity is a key consideration for the community, and notes the West Sussex County Councillors' comments on existing noise/odour and flies on site during their planning application visit, despite planning constraints and technology in place to mitigate such impacts. The Appellant's track record on compliance should be a material consideration in the determination of this Appeal.
107. The loss of amenity, including noise, odour, traffic, and light pollution, has been raised by the existing residents through the liaison group and other correspondence over a prolonged period of time, but with no permanent resolution. The residents are concerned about the Appellant's track record on compliance and have little confidence that any amenity conditions will be complied with. Further loss of amenity is inevitable and also likely to be unacceptable to the future residents of North Horsham as a consequence of intensification of waste activities at the site at Brookhurst Wood.
108. Whilst Ni4H accepts that there would be no increase in throughput over that already permitted ie the fallback, there would be an increase over the existing baseline for the site because the site is not currently operating to its full permitted capacity, with resultant increase in noise, odour and traffic.

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109. Ni4H in its objection to planning application WSCC/015/18/NH states in paragraphs 1.6.2-1.6.9 that the loss of amenity to residents (existing and future) would be unacceptable, both during the construction phase and the subsequent operation of the proposed incinerator.

Public health

110. The applicant has shown that the health of the Horsham population is relatively good. As a community group, Ni4H reflects the concerns of the community. It has been clear from responses elicited by various means of consultation that there is overwhelming concern from residents about the potentially adverse health impacts of this development.

111. In the Keypoint Incinerator Public Inquiry (Appeal Reference: APP/U3935/W/18/3197964), it was stated that: "Planning authorities do not need to prove that an incinerator is harmful in order to reject permission, only that it is perceived to be harmful by the public."

112. Ni4H raised concerns about the level of consideration given by West Sussex County Council Planning in terms of environmental and health considerations, opting to defer to the Environment Agency. The Environment Agency wrote to the WSCC planning officers to restate what they thought their responsibility was and was not. Whilst detailed consideration of how best to control emissions is generally a permitting matter, it is the responsibility of the planning authority (and in this case the Inspector) to assess whether or not this is an acceptable use of land given the impact of use, and as such, the anticipated adverse health impacts of the development are a material planning consideration that should weigh against the proposal.

113. West Sussex's Waste Local Plan aims to protect, and where possible, enhance the health and amenity of residents, businesses and visitors. This cannot be guaranteed if the proposal goes ahead with resultant and cumulative pollution, land contamination, and reduction of air quality. In Ni4H's opinion, the applicant has not provided adequate evidence to support their assertion that there will be no impact to human health.

114. Turning to the emissions arising from HGVs – the Government has communicated much about the harm arising from diesel particulates. With the signalisation of the A264, waste HGVs will sit idling at the traffic lights emitting diesel fumes which, in Ni4H's view will adversely impact on existing and future residents and the users of the schools and business park in the North Horsham development.

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115. The Planning Policy Guidance on Air Quality dated 6th March 2014 (<https://www.gov.uk/guidance/air-quality--3>) states: "When deciding whether air quality is relevant to a planning application, considerations could include whether the development would:

- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield. This could be by generating or increasing traffic congestion; significantly changing traffic volumes, vehicle speed or both; or significantly altering the traffic composition on local roads. Other matters to consider include whether the proposal involves the development of a bus station, coach or lorry park; adds to turnover in a large car park; or result in construction sites that would generate large Heavy Goods Vehicle flows over a period of a year or more.
- Introduce new point sources of air pollution. This could include furnaces which require prior notification to local authorities; or extraction systems (including chimneys) which require approval under pollution control legislation or biomass boilers or biomass-fuelled CHP plant; centralised boilers or CHP plant burning other fuels within or close to an air quality management area or introduce relevant combustion within a Smoke Control Area;"
- Give rise to potentially unacceptable impact (such as dust) during construction for nearby sensitive locations." (Paragraph: 005 Reference ID: 32-005-20140306, Revision date: 06 03 2014)

116. Additionally, the incinerator and the use of flammable materials to operate it will increase the risk of fire to the location. In Ni4H's view, there is insufficient information on what the impact could be to the local community if a fire broke out or if there was an explosion. Also, there is insufficient information to determine the potentially adverse impact on the proposed incinerator operation of a railway line-side fire.

117. Ni4H provides more analysis of the public health impact of this proposal in its objection to planning application WSCC/015/18/NH at paragraphs 1.5, 1.6.

Cumulative Impact

118. The Planning Policy Guidance on Waste dated 15th October 2015 (<https://www.gov.uk/guidance/waste>) states: "The waste planning authority should not assume that because a particular area has hosted, or hosts, waste disposal facilities, that it is appropriate to add to these or extend their life. It is important to consider the cumulative effect of previous waste disposal facilities on a community's wellbeing. Impacts on environmental quality, social cohesion and inclusion and economic potential may all be relevant. Engagement with the local communities affected by previous waste

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disposal decisions will help in these considerations." (Paragraph: 047 Reference ID: 28-047-20141016, Revision date: 16 10 2014)."

119. Ni4H remains of the view that the Appellant has not adequately ruled out significant adverse cumulative impacts. Such adverse impacts weigh against the proposal in the planning balance. Whilst some adverse impacts can be controlled through planning conditions and as part of the permitting process, other impacts are likely to be an undesirable consequence of allowing the development on the site and therefore lie at the heart of whether or not this proposed development represents an acceptable use of the land given the impact of that use.
120. Ni4H believes that the cumulative effects of waste processing have not been assessed particularly with regards to the expansion of the residential footprint in very close proximity ie the North Horsham development
121. The Planning Policy Guidance on Renewable and low carbon energy dated 18th June 2015 (<https://www.gov.uk/guidance/renewable-and-low-carbon-energy>) states: "In shaping local criteria for inclusion in Local Plans and considering planning applications in the meantime, it is important to be clear that... cumulative impacts require particular attention...; ...protecting local amenity is an important consideration which should be given proper weight in planning decisions." (Paragraph: 007 Reference ID: 5-007-20140306, Revision date: 06 03 2014)
122. The West Sussex Waste Local Plan states that *"In some instances, the combined impact of development over a sustained period of time or at the same time may be sufficient to merit refusal of planning permission..."* (para 8.12.3).
123. The West Sussex Waste Local Plan established that Brookhurst Wood (which includes the site currently operated by West Sussex County Council/Biffa for the landfill and MBT) should become a Strategic Waste site for more waste processing/mixed use development. This was, however, agreed before the proposal for a Strategic Housing Site for North Horsham was approved by the Horsham District Council⁸. In the view of Ni4H, these two strategies are in conflict with each other, and especially with some of the changes to the access to Langhurst Wood Road being proposed. This conflict in priorities for waste and resource management vs much needed housing and employment opportunities, has been a source of concern for a number of years for parish councils and the like. The permission for the strategic site of North Horsham was highly contentious in 2016/17 and a number of concerns were raised specifically relating to the area closest to Langhurst Wood Road. In Ni4H's view, the potential siting of an incinerator adjacent

⁸ The provision for a strategic site in North Horsham was set out in the "Horsham District Planning Framework" developed and adopted in November 2015.

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to the North Horsham development is expected to adversely impact on the deliverability of the new residential development.

124. The North Horsham development gained permission a number of months before the initial incinerator application was submitted by Britaniacrest. North Horsham Parish Council (one of the two most affected parish councils), and their constituents were being asked to make the careful assessment of the balance between losing countryside/reducing strategic boundaries with nearby towns and villages but also supporting the expansion of the natural planned boundary of Horsham against the benefits associated with much needed housing and employment. Having accepted the decision in favour of more housing and employment opportunities for the town, they were by virtue of this application being asked in short succession to accept a degradation of quality of life for these new residents and existing residents who would be impacted by both developments. Their view, and that of Ni4H, is that the North Horsham development should now be prioritised, as that in itself, is going to be hugely impactful to the area. Adding further degradation into an area which will require significant funding to assure a quality of life for both residents and business park/leisure amenity users, is in Ni4H's view not acceptable, nor within the local interests. The balance is no longer acceptable in its entirety.

125. It is the view of Ni4H and parish councils that the West Sussex Waste Local Plan is in conflict with other more recent strategies and should be reviewed/updated. For the purposes of this application, Ni4H does not think it is wise to blindly accept that the West Sussex Waste Local Plan is still relevant and up-to-date, particularly when the Appellant has not undertaken the appropriate level of assessment work.

126. HGV movements, together with the cumulative emissions to air from a brickworks, the MBT/AD waste operation, landfill, Gatwick airport, ever increasing traffic on major and minor roads with all the current and planned new housing and business developments and now potentially an incinerator, is in Ni4H's view, a step too far. Ni4H notes that Horsham District Council (HDC) is currently carrying out its Local Plan consultation and will be undertaking a Horsham Transport Study 2019. HDC has gained agreement to appoint transport consultants to build an updated Strategic Highways Model to underpin and produce a new "Horsham Transport Study"; to evaluate the impact of proposed development within Horsham District on the strategic and local transport network over the period 2019-2036. In Ni4H's view, the results of this study should form the baseline.

The Planning Inspectorate

COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable. This can be found in the notification letter sent by the local planning authority or the start date letter. Comments submitted after the deadline may be considered invalid and returned to sender.

Appeal Reference: APP/P3800/W/18/3218965

DETAILS OF THE CASE

Appeal Reference APP/P3800/W/18/3218965

Appeal By BRITANIACREST RECYCLING LTD

Site Address
Former Wealden Brickworks
Langhurst Wood Road
Horsham
RH12 4QD
Grid Ref Easting: 517058
Grid Ref Northing: 134349

SENDER DETAILS

Name

[REDACTED]

Address

[REDACTED]

Company/Group/Organisation Name

No Incinerator 4 Horsham

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- ☐ Appellant
- ☐ Agent
- ☒ Interested Party / Person
- ☐ Land Owner
- ☐ Rule 6 (6)

What kind of representation are you making?

- ☐ Final Comments
- ☐ Proof of Evidence
- ☐ Statement
- ☐ Statement of Common Ground
- ☒ Interested Party/Person Correspondence

☐ Other

COMMENT DOCUMENTS

The documents listed below were uploaded with this form:

Relates to Section: REPRESENTATION

Document Description: Your comments on the appeal.

File name: Planning Application WSCC 062 16 NH - from Ni4H January 2017.pdf

File name: Planning Application WSCC 062 16 NH - Addendum from Ni4H 26 June 2017.pdf

File name: Planning Application WSCC 015 18 NH - Ni4H Residents Group received 01.05.18.pdf

File name: Ni4H Interested Party Submission by Ni4H FINAL.pdf

PLEASE ENSURE THAT A COPY OF THIS SHEET IS ENCLOSED WHEN POSTING THE ABOVE DOCUMENTS TO US

Objection to Planning Application

WSCC/062/16/NH –Britaniacrest Recycling Ltd

from Ni4H (No incinerator 4 Horsham) XX January 2017

Introduction

No incinerator for Horsham (Ni4H) is a voluntary group formed by local residents to raise awareness and campaign against the proposal for a large-scale incinerator in Horsham District.

Ni4H takes over from a previous campaign group called HALT in Horsham which successfully fought a proposal for an incinerator in the early 2000s. As a result, West Sussex County Council (WSCC), and the taxpayers of West Sussex, made a significant investment in a Mechanical & Biological Treatment facility (MBT) at the Brookhurst Wood site, next to the existing landfill which was due to close. The new facility provided West Sussex with an additional waste processing capacity of 310,000 tonnes per annum.

Ni4H appreciates there is a pressing need to manage waste. Members of the group have spent many hours reviewing evidence in the public domain to try to understand waste management needs, technologies and possible solutions. They have also examined the West Sussex Waste plan and Britaniacrest's supporting documents, attended public meetings, and provided representatives to the Residents Liaison Group (RLG) for Britaniacrest since 2015.

Responses to the proposal represent our understanding of the relevant policies, guidance, and planning information. We would like to highlight that lack of information pre-planning and the timing of the planning application have significantly impacted our ability to respond.

Ni4H's objection is in three parts:

- 1) The extent to which the development meets the Waste Local plan and the strategic objectives/policies within in it
- 2) A summary of the members overarching objections
- 3) Comments on the documentation submitted by the applicant including shortfalls, errors, inconsistencies, and inaccuracies

We would also like planning officers to consider the supporting evidence enclosed with our objection.

Executive Summary

Ni4H argues that this development does not meet the following objectives, policy, and guidance:

Waste Local plan	<ul style="list-style-type: none"> • Strategic Objective 3 • Strategic Objective 4 • Strategic Objective 5 • Strategic Objective 7 • Strategic Objective 8 	<ul style="list-style-type: none"> • Strategic Objective 9 • Strategic Objective 13 • Policy W21 • Strategic Objective 14
Horsham District Planning Framework (2015)	<ul style="list-style-type: none"> • Strategic Policy 1 • Strategic Policy 2 	<ul style="list-style-type: none"> • Policy 24, 25, 32, 33, 40 and 41
National Planning Policy for Waste (2014)	Paragraph 7	
Planning Practice Guidance	Paragraph 47	

See [Section 1](#) for details.

Ni4H's objects to the development on the following grounds:

- The site is too small for the development proposed.
- The building design, size and location will create a view of intense industrialisation overshadowing and causing long-term damage to the character of Horsham and Warnham and the local environment. Harmonisation has not been achieved.
- The waste source extends significantly beyond West Sussex's waste needs and so is contrary to the West Sussex Waste plan.
- West Sussex's Waste plan aims to protect, and where possible, enhance the health and amenity of residents, businesses and visitors. This cannot be guaranteed if the proposal goes ahead with resultant and cumulative pollution, land contamination, and poor air quality.
- Potential impacts of incinerator traffic, sought in advance under planning applications WSCC/018/14/NH and WSCC/021/15/NH. Sustainable methods of transport are not being used
- Cumulative effects of waste processing on the local area and how this is at odds with the need to expand the residential footprint in very close proximity
- Loss of amenity for residents, including: noise, odour, traffic, light pollution
- Inadequate public consultation of Horsham District residents, including input into the design and sharing of the Environmental Statement
- Limited benefit of the energy developed as a by-product of the incineration process
- Increased risk of fire and resultant health risks

See [Section 2](#) for details.

In [Section 3](#), Ni4H highlights several areas where the Environmental Statement and other documents have errors, deficiencies and inaccuracies. These will need to be resolved before a decision is made.

Ni4H would also like to provide supporting evidence for consideration.

Section 1: Waste Local Plan 2014 - its strategic objectives and other planning considerations

1.1 Strategic objective 3: to maintain net self-sufficiency in managing the transfer, recycling and treatment of waste generated in West Sussex

1.1.1 The Waste Plan identifies (Table 3, page 19) several modelled scenarios for West Sussex waste capacity needs from 2014-2031/32.

Under the heading of "Recovery for Commercial and Industrial (C&I) waste" the plan notes a base of 70,000 tonnes per annum and at worst 70,000 of additional capacity is needed, so long as there is a high level of recycling of C&I waste.

Under "additional recovery" it notes that to be able to achieve zero to landfill status West Sussex needs an additional 160,000 (base)-180,000 (worst) tonnes per annum.

If we assume this model is correct, the total recovery needed by West Sussex according to their own approved Waste Plan is 230-270,000 tonnes per annum.

Incinerators at Gatwick and Ford will provide new recovery capacity for West Sussex C&I material of 145,000 tonnes per annum once operating.

1.1.2 This means that the current C&I incineration in train is above the C&I requirement of 70-90,000 tonnes needed each year. When you consider the additional recovery requirement, the shortfall is 85-125,000 tonnes per annum.

If the proposal is granted, an overcapacity of 55-95,000 tonnes per annum will be created requiring imported waste or the re-direction of waste away from recycling to meet this need. As this is a 25 year or permanent approval, we believe it would be better to err on the side of caution and only permit current requirements.

1.1.3 Permitting privately-owned waste recovery plants does not mean that West Sussex will be able to secure the capacity for West Sussex waste streams.

The operating model described by Britaniacrest will make use of its existing customer base and other transfer businesses to feed the incinerator. The incinerator will be built and operated by another company. We do not know if this arrangement will allow other waste suppliers to enter into commercial arrangements with the incinerator operator.

If we assume Britaniacrest is the sole supplier, it will be difficult for WSCC to constrain the development to only process waste derived from West Sussex. Many transfer stations could receive waste from different sources. If they then transport waste on to this site, the waste could be travelling significant distances and as a result make very little impact on West Sussex's strategy to be net self-sufficient.

Any constraint on the movement of waste, if applied, would be difficult to enforce and monitor with existing resources at WSCC. We are also led to believe a recent court case allows commercial waste companies to define their own business operations unconstrained by county boundaries.

- 1.1.4 The Waste Plan identified strategic sites to meet the overall shortfall for waste management.

Extension of the landfill facility at Brookhurst Wood meets the on-going strategic solution for landfill in the short term. It has not been earmarked for any additional waste processing, although the plan does not rule this out. A maximum of 300,000 tonnes per annum capacity has been approved through a consultation process.

Since writing the Waste Local Plan, WSCC have permitted Britaniacrest to handle an extra 230,000 tonnes per annum under two permits. It has also approved an extension of the landfill under planning permission WSCC/005/16/NH.

It is not clear how much additional waste is being landfilled during the 24 month extension, but we note that the Refuse Derived Fuel (RDF) material from the [MBT totalling around 90,000 tonnes per year](#)¹ is now being landfilled. The landfill rate was also noted to be 146,000 tonnes per annum.

- 1.1.5 A [report](#)² undertaken for WSCC following the Waste Plan also suggests a consideration to extend the Brookhurst Wood landfill by a further 6 years taking in a total capacity 850,000 tonnes. This extension has not yet been approved, and residents have not been consulted about this.

The amount of waste being processed at this one site is excessive (landfill, MBT and incineration). The load needs to be spread across the strategic sites to ensure that local impacts are kept within acceptable levels. Sustainability of resultant traffic also needs to be a key consideration.

A decision should be made at a more strategic level rather extending Brookhurst Wood site to meet all the priority needs for the County. There are clearly other sites to consider. If a decision is made for an incinerator, then the landfilling must stop at the site. If there are opportunities to expand the MBT, this again should be prioritised over the incinerator based on the waste hierarchy consideration.

- 1.1.6 Paragraph 2.11.3 of the Waste Plan notes that waste management should be “in keeping with the principle of net self-sufficiency, no provision is made to meet the needs of adjoining authorities elsewhere in the region or the UK”.

Paragraph 6.2.7 states “...it is not considered appropriate to make the provision for the continued disposal of waste from outside West Sussex”.

It should therefore by extension be assumed that waste processing from imported sources should not be continued unless it makes sense to do so. Although West Sussex has previously, and continues to import waste, the Waste Plan notes this is unsustainable if it is to meet the zero to landfill objective. Other authorities should be working to meet that goal within their own boundaries

- 1.1.7 Paragraph 6.2.4 of the Waste Plan notes that “limited cross border waste movements would need to be justified on their merits”.

For this development, the 230,000 tonnes of incoming waste will be sourced from the Southern Counties, including Hampshire, Kent, Surrey, East Sussex and London, through Britaniacrest's existing operation. Waste could be sourced from up to a 40-mile radius of the site. On their [website](#)³, Britaniacrest state that their customer base could be as far as 100 miles away.

If the permission is granted, then cross-border waste movements will almost definitely occur. It is not clear what the case for these cross-border movements are, and how far this development will help West Sussex meet its net self-sufficiency requirement. The justification for doing so has not been adequately made in line with the requirement set out in the Waste Plan.

- 1.1.8** In a 2013 planning application for the Britaniacrest's main site in Horley, they note their customer base is predominantly South London, with waste also coming in from Surrey, West Sussex (Crawley and South Coast), East Sussex, Kent and Hampshire. However, many of these counties have permitted their own incinerators, and other waste processing plants. This casts doubt on the long-term future of these sources of the waste.

If these counties find their own waste solutions, in the same way as West Sussex is, then it is wholly possible waste will be sourced from a much greater distance or worse still, take waste streams which could be met through greener approaches in the waste hierarchy, such as recycling, composting etc.

This operation is a 25-year commitment to find 180,000 tonnes of waste to burn or 50,000 to recycle. WSCC should consider this point carefully. WSCC have invested heavily in the MBT and recycling initiatives to reach a high level. The applicant's private business should not be allowed to put that at risk by developing a capacity which is inappropriate for the location.

There are many articles on incinerators, including one [based in Cardiff](#)⁴, that have found it difficult to source sufficient waste streams to meet energy generation/efficiency limits set out in their business plans and carbon assessments. This has resulted in materials which are recyclable but more combustible being diverted into the incinerators. This approach has multiple impacts, including an increase in capacity needed, resultant HGV movements and emissions, waste coming from further afield, and a reduction in recycling rates. Cardiff is one such example where this has occurred.

¹ <https://www.biffa.co.uk/about-us/operational-infrastructure/mechanical-and-biological-treatment/>

² <https://www.westsussex.gov.uk/media/9160/amr2015to2016.pdf>

³ <http://www.britaniacrestrecycling.co.uk/areas>

⁴ <https://insidecroydon.com/2016/09/28/viridor-incinerator-doomed-to-be-our-splott-on-the-landscape/>

1.2 **Strategic objective 4: to protect the network of waste management sites and infrastructure**

- 1.2.1 Policy W2 states “Development that would prevent or prejudice the use of existing waste management sites or infrastructure that make an important contribution to the transfer of waste will not be permitted unless: (b) continued use of the site or infrastructure for waste management purposes would be unacceptable in terms of its impact on local communities and or the environment.”

We ask the planning committee to consider the WSCC and Horsham District Council (HDC) view. They believe that there is a social and economic benefit for the development at North Horsham set out in its Housing Plan because of the new amenities and expected future housing needs.

The extension of a significant and well-established landfill site north of this new development could be argued as not significant. However, the new high-capacity incinerator in addition to the landfill and MBT presents a very different impact.

The residents within the immediate vicinity of the site believe the new and additional impact is unacceptable on numerous grounds. This local community will grow quite significantly to include another 2,750 households in the short to medium-term.

- 1.2.2 Paragraph 6.4.4 states “new built waste management facilities need to be well located in terms of the origins of the waste that is, mainly the residential properties and businesses in the main urban areas. Facilities should also be well-located in terms of the onward destination of materials including for processing, further treatment, or disposal.”

The application clearly notes that waste will be sourced from up to a 40-mile radius, or further afield as suggested in [Section 1.1](#). The destination of the two by-products of incineration is more problematic. Materials to make up aggregate could travel a yet unknown distance. Hazardous alkaline material is expected to be transported to specialist landfill sites, potentially in [Cheshire](#). This was the view expressed at the Britaniacrest Community Liaison Group held on 12th Sept 2016 by the incinerator expert hired by the applicant.

1.3 **Strategic objective 5: to make provision for new transfer, recycling and treatment facilities as close as possible to where the waste arises.**

- 1.3.1 Please see paragraphs 1.1.1 and 1.2.2.

Although the site meets the objective to develop new facilities, alternative sites meet a large proportion of the waste provision needed for C&I in West Sussex.

If planning for this facility is granted, the source of waste would not be predominantly locally nor county sourced in its totality. This is not sustainable as it poses environmental concerns in relation to HGV journeys needed to “feed” the incinerator over a 25-year period.

- 1.3.2 WSCC approved an extension of 230,000 tonnes to the applicants recycle and transfer operation in 2014/15 (WSCC/021/15/NH and WSCC/018/14/NH). This was to meet its perceived gap in transfer type waste operations of 140,000 tonnes per annum.

From data, available on the [applicant's website](#)⁵, we note that of the permission granted for 230,000 tonnes per annum, the applicant has only brought to site:

- 2,374 tonnes from 01/06/16-31/08/16
- 2,284 tonnes from 01/09/16-30/11/16

(NB. In the report waste is measured in kgs which appears to be an error.)

This would suggest a throughput of 10,000 tonnes per annum. The current vehicles accessing Langhurst Wood Road, as per their report for Nov-Dec 2016, shows 40 vehicles in, 40 out on the busiest day, against their permitted allowance of 142 in and 142 out on normal working days.

We therefore are of the view that permission has been granted for traffic impacts that are part of the new proposal and not the existing operation. The traffic assessment should therefore be re-submitted using data for the additional businesses operating in the area, such as the MBT, which the 2013 data only includes as an estimate as it opened in 2014. It should also be broadened to capture the impact on roads outside of A24/A264 to evaluate the actual travel from all sources of waste expected.

1.4 Strategic objective 7: to maximise the use of rail and water transport for the movement of waste to minimise lorry movements and the use of local roads for the movement of waste.

- 1.4.1 Policy W18 from the Waste Plan states "Proposals for waste development will be permitted provided that:
- 1.4.1.1 (a) where practicable and viable, the proposal makes use of rail or water for the transportation of materials to and from the site;
- 1.4.1.2 The applicant is not making use of rail as a more sustainable transport method for the waste. This is despite the site being located adjacent to the rail line at Warnham, which connects into the main Horsham line servicing much of West Sussex.
- 1.4.1.3 (b) transport links are adequate to serve the development or can be improved to an appropriate standard without an unacceptable impact on amenity, character, or the environment;

⁵ <http://www.britaniacrestrecycling.co.uk/clg-meeting-minutes>

During the early 2000s, WSCC and HDC recognised that the road infrastructure this business intends to use for transporting waste is inadequate and requires significant investment/development. **It is hoped Liberty's North Horsham development will address this, but the project has not been approved, and therefore we cannot assume that these infrastructure changes will take place.** Of most significance are improvements to the A264/A24, and the new entrance to Langhurst Wood Road. Although planning was permitted under reference WSCC/018/14/NH and WSCC/021/15/NH these improvements have not been agreed. It is our view that the previous planning permission adds to the inadequacies known.

- 1.4.1.4 (c) where the need for road transport can be demonstrated:
- 1.4.1.5 ii) vehicle movements associated with the development will not have an unacceptable impact on the capacity of the highway network.
- 1.4.1.6 **Vehicle movements are planned to come from 40 miles or more which will impact on roads further afield, including the A24, A23/M23 and roads in adjoining counties not yet understood, such as M6, M25, M20, M27 and A3M. The 2013 Traffic Assessment fails to address. We cannot see how WSCC can determine whether the application complies with this objective on this point.**
- 1.4.1.7 iii) there is safe and adequate means of access to the highway network and vehicle movements associated with the development will not have an adverse impact on the safety of all road users
- 1.4.1.8 Access to Langhurst Wood Road from the A264 is deemed inadequate and hence the provision for the improvements in the Liberty North Horsham development, which is not yet approved.

The applicant also states Langhurst Wood Road is not suitable for pedestrians and cyclists because of the permitted traffic/inadequate provisions for pathways/cycle lanes and a 40mph speed limit. The recent planning permissions WSCC/018/14/NH and WSCC/021/15/NH will add to this.

There is demand for Horsham and Warnham residents to walk and cycle on Langhurst Wood Road, including:

- Commuters using Warnham station
- Grayland workers
- Residents visiting neighbours and attending animals in adjacent fields
- Cycling and running groups
- Residents accessing Warnham's school facilities/church/public house etc.

The traffic incident report is misleading. It is very fortunate that an accident has not happened. There are often near-misses and considerable risk to this group of road users.

The recent request to reduce the speed limit on Langhurst Wood Road was declined despite both residents and businesses requesting this action.

Residents, and it seems the applicant, feel it is safer to use a vehicle rather than walk/cycle on Langhurst Wood Road. It cannot be appropriate for WSCC to determine this point has been met by the applicant when they are in fact making the known deficiencies worse.

- 1.4.2 Paragraph 8.9.6 of the Waste Plan states that “transport assessments should address the achievement of safe and convenient access by all modes of transport, including the encouragement and enabling of an increase in walking, cycling, and the use of passenger transport, and the minimisation of the number and impact of motorised journeys. The impact on all road users including pedestrians, cyclists, and equestrians should also be satisfactorily addressed, including, users of rights of way that may cross the highway and where possible, the provision of safe off-road routes for vulnerable users.”

The applicant notes but does not address the inability to walk or cycle safely using Langhurst Wood Road in Chapter 6.

1.5 Strategic objective 8: to protect and, where possible, enhance the special landscape and townscape character of West Sussex

- 1.5.1 Para 8.2.3 from the Waste Plan states “The scale, appearance, and level of activity of waste development can mean that there is likely to be an adverse impact on the character of the County. It is important, therefore, that such impacts are kept to an acceptable level.” Para 8.2.4 says “In the case of major facilities, it may be necessary for a landscape assessment to be undertaken. Particular attention should be given to the design of facilities to safeguard character and the need for techniques of mitigation to minimise the potential impact of proposals”
- 1.5.2 Policy W12 covers High Quality Developments and sets out that “proposals for waste development will be permitted provided that they are of high quality and, where appropriate, the scale, form, and design (including landscaping) take into account the need to:”
- 1.5.2.1 a) integrate with and, where possible, enhance adjoining land-uses and minimise potential conflicts between land-uses and activities;
- 1.5.2.2 The sheer size of the development planned will overshadow the two adjacent businesses of Wienerberger and the MBT.**

The tallest structure on the Wienerberger site is their scrubber which is 26 metres tall. Their main building is at the tallest point only 10 metres (information provided by Wienerberger). The MBT is of a similar scale. Also, the size of the proposed development means there will only be a very small amount of space between the applicant and the MBT.

The current site is visually small-scale industrial but with this new development it will become a large-scale industrial site. This is out of keeping with the businesses in and around Langhurst Wood Road.

In contrast, the surrounding area is ancient woodland and fields used for grazing sheep and horses. 36 private properties with Grade 1 or 2 listing are within 1.5km of the site. Also of note are the Grade 2 listed park and gardens of Warnham Court within 1km, and the conservation area of Warnham village within 1.5km.

1.5.2.3 b) have regard to the local context including: (i) the varied traditions and character of the different parts of West Sussex; (ii) the characteristics of the site in terms of topography, and natural and man-made features; (iii) the topography, landscape, townscape, streetscape and skyline of the surrounding area; (iv) views into and out of the site; and (v) the use of materials and building styles

1.5.2.4 The skyline has not been considered when designing a building which is taller than any local landmark, such as St Mary's Church in Horsham, with the chimney being taller than anything in Horsham.

The size of the site has meant a horizontal boiler design, which would have resulted in a less intrusive building design, could not be used. The applicant has not suggested any significant mitigation to reduce the permanent visual impact. The views are also heavily reliant on woodland which is not in the applicant's gift to retain. This woodland will only partially screen the development.

1.5.2.5 The applicant's small number of photo montages do not give an accurate representation of the effect of the building on views. We enclose 3D CAD modelling/ photo montages for consideration, which are based on the applicant's own drawings/dimensions and OS mapping. **They show that the size of the development is inappropriate for the site. We also note that views from the train have not been considered at all.**

1.5.2.6 The building has been designed, it appears, to solely meet four constraining factors:

- The size of site
- The optimum capacity the applicant wished to build
- The technology choice/ function and cost

The building design is thought to look cheap, ugly and very industrial – a huge “wrinkly-tin” blot on the landscape.

The residents have not had a chance to see options for the building design nor comment on it. The public open day did not provide building design option analysis, and it was not noted that residents asked for design visuals.

The landscaping appears superficial and not at all sufficient to mitigate the risk to the Great Crested Newts or to provide appropriate buffers between the other businesses to avoid overshadowing/too close proximity.

The applicant has suggested some mitigation by reducing the building height from 54m to 48.75m, and a different palette choice from two options. These changes are too small and are deemed by our group to be irrelevant.

1.5.2.7 d) include measures to minimise greenhouse gas emissions, to minimise the use of non-renewable energy, and to maximise the use of lower-carbon energy generation (including heat recovery and the recovery of energy from gas)

1.5.3 HGV emissions is the main area in which the applicant has failed to address environmental impacts. Although WSCC have considered the increase in waste brought to site by HGVs, they have not considered the distance vehicles will travel and resultant carbon dioxide production.

We estimate that transporting waste to the incinerator will result in 507,500 vehicle km/year (based on 32km of waste transport). This equates to 356,300 tonnes of carbon dioxide per annum being produced by the entire operation.

This is far more carbon dioxide than is being produced by the current 10 tonne waste transfer and recycling operation. The applicant has provided no mitigation to this because of the extant planning permission for their existing business being applied to the new application. This should be redressed.

1.5.4 The incineration process will generate other sources of emissions, pollutants and dioxins which did not exist before.

We do not accept the argument that this application reduces pollution on this site, as there are already other polluting businesses in operation including:

- Landfill activity emitting pollutants, such as NO_x, PM₁₀ and PM_{2.5}
- MBT emitting NO_x and SO₂

The planning application should consider the total pollution impact at a local level, not a theoretical level, to avoid inadvertently creating a localised air quality/ pollution issue.

1.5.5 The CHP option, from the applicant information, appears unfeasible. The electricity would ideally be used by Wienerberger.

The applicant states they have discussed this with Wienerberger. Wienerberger have separately confirmed, on 06/01/17 and in minutes produced from the residents meeting held on 5/10/16, no discussion has taken place.

We also note that other incinerators in operation at [Portsmouth](#)⁶ and [Chineham](#)⁷ are not meeting the benefits of power generation as outlined.

1.6 Strategic objective 9: to protect the SDNP and the two AONB from unnecessary and inappropriate development

1.6.1 Policy W13 from the Waste Plan covering “Protected Landscapes” sets out that “proposals for waste development located outside protected landscapes will be permitted provided that they do not undermine the objectives of the designation.”

⁶ <http://www.variablepitch.co.uk/stations/525/>

⁷ <http://www.variablepitch.co.uk/stations/150/>

The applicant has provided some views of the Zone of Theoretical Visibility which have a 53-63% level of accuracy on average. They indicate that the AONBs, the South Downs and part of the Surrey Hills are impacted to a lesser or greater extent, but this has not been adequately defined.

We also note that relevant Surrey stakeholders were not consultees for the pre-scoping phase and hope that they are for this application.

In addition, our 3D CAD modelling suggests that at first floor level there is likely to be a visual impact to the properties within the conservation area of Warnham. This will be perceived as a loss of amenity by those residents/visitors for generations to come.

The applicant has made little and inadequate mitigation to this visual impact.

1.7 Strategic objective 10: to protect and, where possible, enhance the natural and historic environment and resources of the county

- 1.7.1 The Waste Plan contains policy W16 which stipulates that “proposals for waste development will be permitted if there are no unacceptable impacts on the intrinsic quality of, and where appropriate the quantity of, air, soil, and water resources (including ground, surface, transitional, and coastal waters)”

Paragraph 8.7.2 outlines further that pollution could arise in several ways, including through odour, dust, smoke, heavy metals gases, fumes, or leachate.”

- 1.7.2 We believe there is insufficient evidence for WSCC to confirm this policy has been met for the application due to insufficient information in the Air Quality Documentation (see [Section 3](#)).

The level of existing contamination is also insufficiently documented/explored, including how contaminants such as asbestos could indirectly affect workers on adjacent sites and residents.

Little detail exists on how this will be managed during the construction phase. There is also insufficient information on the storage and transportation of incinerator bottom ash.

- 1.7.3 The monitoring regime is also a concern. The onus will be on the applicant to monitor and publish its results, with the already overstretched Environment Agency overseeing the process. **If an incident happens, or the monitoring systems fail, it is unclear what impact this would have on the residents of Horsham, particularly those closest to the site.**

- 1.7.4 In addition, there is no information on how the food chain will be protected. Both at Langhurst Wood Road and the surrounding area there is arable farming.

Pollution from the site could enter the food chain and result in health implications for humans ingesting this food. There is also the potential for the incinerator to impact on the livelihoods of local farmers, if consumers feel so concerned about their own health that they avoid eating meat from animals farmed near an incinerator.

1.8 Strategic objective 13: to protect and where possible, enhance the health and amenity of residents, businesses and visitors

1.8.1 Policy W19 states that “proposals for waste development will be permitted provided that: lighting, noise, dust, odours and other emissions, including those arising from traffic, are controlled to the extent that there will not be an unacceptable impact on public health and amenity.”

1.8.2 Residents would like to wait for the publishing of a report Public Health England has commissioned on incinerators (due in Spring 217) to assess the risk to health. Other studies undertaken to date have not been extensive enough.

We assert that without this report WSCC cannot guarantee there is no impact on public health for current residents and the 2,750 new residents of the proposed North Horsham housing development.

The plume modelling, we have provided (attached) shows that Warnham, Langhurst Wood Road/ Holbrook and North Horsham will be the most affected by the plume.

Carbon dioxide and other emissions from HGV traffic will affect residents for 40 miles or more.

For Langhurst Wood Road and the A24/A264 the total emissions from diesel engines and petrol is not known. The existing traffic assessment data is over 3 years old and not reflective of the current state of traffic. However, the current levels of HGV traffic are deemed too high by residents both in terms of air quality and noise/dust.

The new residents of North Horsham will also be affected if the planning application is approved.

We have already drawn your attention to the fact that traffic resulting from a previous planning permission is not the norm, so the impact is not yet felt. This means even traffic assessments done more recently for the North Horsham development do not consider the increased level of traffic because of the “future needs” permissions granted in 2014/15.

1.8.3 Impacts of the total noise, lighting, dust and other emissions from the waste sites and brick works have not been adequately assessed for the residents living in Langhurst Wood Road/ Station Road, and also those living close to adjoining roads such as the A24/ Warnham etc. If the North Horsham development is approved, a larger number of residents will be affected.

1.8.4 Proposed operating hours for the incinerator are 24/7.

This will mean lights on the chimney will be a permanent visible intrusion to residents. The turbine, wind around the chimney, and its supporting cables will create a high-pitched whistling noise and provide a new annoyance/disturbance for residents. The resulting 6dB is in effect a doubling of background noise for residents trying to sleep.

1.8.5 Visible plumes will be unsightly, creating an inappropriate “highly industrialised” view of the town during the day and at night.

The documentation does not mention night-time plumes.

Lighting from the railway, the business park itself and the aircraft avoidance lights/incinerator outside lights will illuminate the plume in the same way as steam from the Brickworks which is currently very visible at night.

The plume has not been extensively modelled, and should be extended to more receptors.

1.8.6 HGV traffic is already a noise issue for residents.

Houses suffer from vibration and dust/dirt. This is at odds with the rural nature of this part of Horsham/ Warnham. The area is not yet highly populated, and is still surrounded by fields/animals and ancient woodland.

The business areas are offices or light commercial enterprises in the main. Efforts should focus on not over-industrialising this area, especially if it does become more residential in nature. This will just generate a significant conflict in land use.

1.8.7 Odour may be an issue.

The current waste processing activities do generate odours despite mitigations being put in place. This is a loss of amenity to residents.

The issue of unpleasant odours is being raised with the Environmental Agency and Biffa most days. Residents are concerned that the new incinerator will add to this as the same or similar mitigations are being suggested.

1.8.8 24/7 operating hours will also be a loss of amenity to residents.

During the construction phase, early morning and late working during the week needs to be constrained to ensure that residents' quiet family lives are not impacted disproportionately by noise/ traffic and light pollution.

Weekend working should also be avoided where possible, or reduced to a minimum, with no heavy machinery use to make sure that residents can have adequate time to relax and enjoy their home life.

Bank holiday working should not take place at all, except if there is an emergency/ threat to life, health or the environment.

Operating hours need to be in line with current permissions held by waste businesses on this site.

HGV movements need to be reduced where possible by more efficient coordination of vehicles. Current HGV movements are felt to be too much, and should not be allowed to get any worse.

Light pollution is also a concern, as cranes will need lighting for the safety of aircraft within the area.

A view of the [Beddington Cross construction site](#) is a large concern for residents who wish to sleep during the 3 years of construction. The Waste Plan sets out that where necessary a site liaison group is established by the operator to address issues arising from the operation of a major waste management site or facility.

A group was set up by the applicant after much delay. However, residents do not feel it is functioning properly because of deteriorating relationships/distrust of the operator, limited information sharing and lack of an independent chair to manage the meetings. This is evidenced in the minutes and website updates by Britaniacrest. For example, the design options were not discussed with the group and nor was this Environment Statement.

The liaison meeting will be key during the construction phase to ensure that the construction mitigation measures for traffic, noise and dust are addressed swiftly and sympathetically.

1.8.9 The residents have been trying to address the issue with rubbish littering Langhurst Wood Road/Mercer Road junction which is still not adequately resolved by either Britaniacrest or Biffa.

The waste is clearly because of the commercial operations and not household waste. Confidence is therefore low that this mechanism can solve local issues adequately or swiftly.

We are also of the view that a new or joint resident's liaison group will be needed with whomever Britaniacrest appoints as the builder and operator of this incineration facility.

1.9 Policy W21 covering cumulative impact

1.9.1 The policy W21 sets out that "proposals for waste development, including the intensification of use, will be permitted provided that an unreasonable level of disturbance to the environment and/or local communities will not result from waste management and other sites operating simultaneously and/or successively. Phasing agreements may be sought to co-ordinate working, thereby reducing the cumulative impact."

1.1.1 This development has a much greater impact in terms of waste-derived processing and management for the local residents, including:

- Impact to local roads and national roads
- More odours
- Poorer air quality
- Potential impact to livestock being farmed south of the site

If the North Horsham development is approved, the land use assessment for waste needs to be re-considered for an increased and impacted resident population.

The North Horsham development timescales also need to be considered. Although indications are that the area closest to the development site is 10 years off, there is insufficient information on when the road improvements or school building may take place.

If this happens within the 3-year construction phase of the development, or not long after, it will make the lives of residents close to the new development miserable for a disproportionately long length of time.

1.10 Strategic objective 14: to minimise carbon emissions and to adapt to, and to mitigate the potential adverse impact of climate change

- 1.10.1 The proposal gives inadequate consideration to the impact of emissions from vehicle movements as a result of the future traffic/ waste processing planning sought in 2014/15. This could be effectively mitigated using rail or locating incinerators closer to the sources of the waste itself.

If WSCC extend the landfill capacity at Brookhurst Wood for an additional capacity of 860,000 tonnes over the next 6-year period, the reduction in carbon emissions noted in the application will not be reached.

1.11 Horsham District Planning Framework (2015)

1.11.1 In November 2015, HDC adopted the Horsham District Planning Framework. We suggest that the proposed development does not comply in the following areas:

Policy	Comments
Strategic policy 1	<p>The development should improve the economic, social and environmental condition.</p> <ul style="list-style-type: none"> The number of new jobs created by this development is minimal. From a social and environmental perspective, this development creates a disbenefit for Horsham. <p>This development is also completely at odds with the HDC strategic site for new housing at North Horsham.</p>
Strategic policy 2	<ul style="list-style-type: none"> This development does not maintain the district's unique rural character, which was rural and agricultural in nature. It is not sustainable as a result of overcapacity issues and HGV transportation. The development does nothing to enhance the market town's history nor does it safeguard its attractiveness. The development will lead to a perception that the town is an industrialised centre, which it never has been, more in keeping with highly industrialised areas, such as Sheffield. The site is inappropriate for this kind of development. Great care needs to be taken as the site is on the edge of Warnham village, and the rural boundaries of Horsham itself. There is still farming and a rural feel to parts of Langhurst Wood Road, and significant areas of ancient woodland will conflict with the land use in this new development. The strategy notes a desire to enhance environmental quality, including air, and to minimise energy and resource use. Although Horsham has a good level of air quality, there is no data for this site/area around Langhurst Wood Road and Station Road. It already has business operations which are contributors to reducing air quality, and a very high level of traffic on the rural road with proximity to A264/24. The development will further add to this issue. In terms of reducing carbon emissions, at a theoretical level it will as it supports the zero to landfill strategy. However, the transportation of waste over long distances and the emission released from the incineration of waste will result in greenhouse gases being released. These gases combined with the landfill, brick works and general vehicle activity in the area is not insignificant. Brookhurst Wood also has the landfill workings for the foreseeable future.
Policy 24- Environmental protection	<p>Developments will be expected to minimise exposure to and the emission of pollutants including noise air and light by appropriate placement, measures to minimise air pollution and greenhouse gases to protect human health, but also to maintain or reduce the number of people exposed particularly where vulnerable people would be exposed.</p> <p>If North Horsham development were to be approved, the exposure to current and new pollutants will increase significantly, and the trucks will be travelling on a road outside a new primary school. This strategy is not met by this development.</p>

Policy 25- The natural environment and landscape character	<ul style="list-style-type: none"> • This development will impact the existing skyline by becoming the largest landmark in Horsham. • It will present an industrial view of the town which is not characteristic of its history. • The development will be visible from the South Downs. This will not lead to the preservation nor enhancement of the setting. • The visual impact will grow if any of the present wooded areas are removed. This should be considered carefully bearing in mind the level of permanence this development suggests.
Policy 32- The quality of the new development & national planning policy framework 2012 (NPPF), paragraph 17	<ul style="list-style-type: none"> • This development is not at all attractive. The massive metal clad warehouse style is not suggestive of a quality development.
Policy 33- Development principles	<ul style="list-style-type: none"> • The development has not avoided harm to the amenity of residents/users in nearby properties/businesses adequately. • The sensitivities and conflict of land use have not been addressed. The building will overshadow and intimidate the existing businesses of Wienerberger and WSCC/Biffa MBT. • The scale and appearance of design is not of high quality, and has been squeezed into the site parameters. There is little space between it and the MBT. • The view from the railway has not been considered at all, and the building will exceed the tallest landmark in Horsham. The visibility of the building and its chimney is likely to be seen more than 15km away, and from key sensitive areas.
Policy 40- Sustainable transport and NPPF paragraphs 29-41	<ul style="list-style-type: none"> • There is no consideration of non-car modes which will add to an already pressured transport infrastructure along the A24/264 and Langhurst Wood Road. The latter is no longer safe for pedestrians and cyclists so there is not choice of transport modes. (The applicant's view confirms this too.) • The railway option has been dismissed despite the site being adjacent to the rail links. • The transportation of waste across long distances (40miles +) is not sustainable over a 25-year period.
Policy 41	<ul style="list-style-type: none"> • We do not think the site provides adequate parking facilities as a result of the building's size. • There are no details for how all visitors/workers will be able to travel to site without using their cars, HGVs, or coaches.
National Planning Policy for Waste 2014, paragraph 7	Paragraph 7 - Planning authorities should consider the extent to which the capacity of existing operational facilities would satisfy any identified need.

		<p>Ensure that the facilities are well-designed so they positively contribute to the character and quality of the area in which they are located</p> <ul style="list-style-type: none"> • The development does not meet these requirements.
Planning Guidance	Practice	<p>Paragraph 47 - The waste planning authority should not assume that because a particular area has hosted, or hosts, waste disposal facilities, that it is appropriate to add to these or extend their life. It is important to consider the cumulative effect of previous waste disposal facilities on a community's wellbeing. Impacts on environmental quality, social cohesion and inclusion and economic potential may all be relevant. Engagement with the local communities affected by previous waste disposal decisions will help in these considerations."</p> <ul style="list-style-type: none"> • The increase in residents as a result of the North Horsham development must be taken into account. • Please see the residents' objections and this overall objection pack as evidence that we are not content with the WSCC expansion of waste disposal facilities in this area.

Section 2: Ni4H overarching objections

Item	Objection	Detailed comment
1	The site is physically inadequate for the development proposed	<ul style="list-style-type: none"> • The design is constrained by the size of the site. A horizontal boiler cannot be implemented on the 3.5-hectare site. The resulting 50m tall (100x119M) building with 95m chimney is wholly disproportionate for the site and the town within which it will be located. • The applicant has suggested it is unable to “sink” the building as a result of the size of the development and site boundaries. Therefore, it is the wrong site for what the applicant wishes to achieve. • Alternative technologies and other sites have not been adequately considered. For example, gasification is dismissed for inadequate reasons. We note more gasification incinerators are being approved rather than moving grate. We believe the applicant has dismissed this on capacity grounds as they are more challenging to up-scale.
2	The building design, size and location will create an eyesore for miles around including at sensitive and protected areas.	<ul style="list-style-type: none"> • The building design is ill-considered and not of a visually acceptable form. The materials, size and form make the building intimidating. It will overshadow existing businesses on site and impact the skyline in a harmful way becoming the tallest landmark in Horsham. It will also create a heavily industrial view for Horsham, which does not reflect the town’s historic or current character. • The applicant’s studies do show an impact on sensitive areas - the Surrey Hills and the South Downs - which should be protected at all costs. The building and chimney height is inappropriate in this context. • The site is dependent on wooded landscape to mitigate visual impacts both in close proximity to the site and over a wide area. The wooded landscape is not within the gift of the applicant to retain, and this should be considered bearing in mind the permanent nature of the intended development. • The photo montages are inadequate, and fail to meet the resident’s concerns about visual impact. Residents have produced some alternative views of the impact. It must be noted these have been limited because of the time available/submission of application over the Christmas period.

3	The waste source extends significantly beyond West Sussex's waste needs and so is contrary to the West Sussex Waste Plan and unsustainable.	<ul style="list-style-type: none"> • In section one, we show there is insufficient shortfall in capacity for commercial and industrial waste management, due to two incinerators being approved at Ford and Gatwick, to justify the need for a 180,000 tonne per annum operation. This will require the importation of waste from outside West Sussex for 25 -30 years; something the Waste Plan does not support. • The applicant suggests a 40-mile radius for waste collection, but promotes a customer base of over 100 miles on their website. This is not sustainable and does not add to West Sussex's net self-sufficiency vision. There would be a limit to the controls West Sussex could impose on the importation of waste, and this may not lead to any improvement in the shortfall in C&I waste management or reduction of landfill requirements. • The Committee should seek a better justification and reinforce their stance that any proposal should only deal with West Sussex waste. Any imported waste will need to be justified on a sustainability and case-by-case basis. This is clearly set out in the Waste Plan as a set of waste management principles.
4	Sustainable methods of transport are not being used	<ul style="list-style-type: none"> • The applicant has not made sufficient effort to incorporate the rail transportation link, which is adjacent to its site. This will result in an estimated 507,500 vehicle kilometres or more. The inability to limit the distance waste will be moved will reduce the air quality in the area/lead to vehicle-emission-related health conditions. • There is insufficient data to understand the overarching impact on the roads used by the waste transportation vehicles. The transport assessment data is over 3 years out of date and does not include the MBT traffic and other recent distribution businesses using Langhurst Wood Road/ A264/ A24. It also does not map the impact on the feeding roads because the source of waste is from a 40-mile radius or greater. The hazardous waste will also be transported to Cheshire.
5	West Sussex aims in its Waste Plan to protect and where possible, enhance the health and amenity of residents, businesses and visitors- this cannot be guaranteed by virtue of the resultant and cumulative pollution, land contamination and air quality	<ul style="list-style-type: none"> • The Planning Authority has a duty of care to residents to establish whether the effects of incineration could breach recommended levels of pollutants and toxins before allowing this development. This needs to be assessed in conjunction with existing businesses and traffic. Information to enable such a review is not complete nor sufficiently localised. • There is very genuine public concern that incineration creates serious health risks. Many people believe that a precautionary approach should prevail in matters of health. Supporters of incineration say "there is no proof" of a link between incinerators and serious health problems. However, nobody really knows what long-term effect waste incineration will have on residents' health, as relevant long-term studies have not yet been published. The US National Research Council has warned that the risks from incinerator-generated dioxin pollution to nearby

		<p>communities is “substantial”. The proposed site is likely to affect vulnerable parts of society such as the children at the proposed primary school in the North Horsham development, which is on the direct route of the incinerator traffic.</p> <ul style="list-style-type: none"> • All waste incinerators are widely accepted to produce poisonous emissions, including dioxin, heavy metals like mercury and lead, and fine particulates (that aggravate breathing problems). People are affected by breathing contaminated air, eating contaminated food and touching contaminated soil. A guarantee cannot be given that there will be NO impacts on health as a result of an incinerator. • Local concerns on health impacts of incinerators relate to whether air emissions might lead to local breach of Air Quality standards, and whether dioxin and other toxin emissions (to air and in ash) might cause the Tolerable Daily Intake (TDI) to be exceeded. This is exacerbated by: <ul style="list-style-type: none"> • awareness that licence conditions are sometimes breached • doubt regarding the control regime • awareness that breaches would not be detectable by smell • The level of concern is heightened by the view that risks are poorly understood by science, that effects can appear over a long time and cause irreversible damage or terminal disease, and that children and future generations are at risk. • Many people in West Sussex, and in particular Horsham, are aware of continued compliance and regulatory failures at existing waste treatment sites (e.g. complaints to EA and public meetings regarding Langhurst Wood Road Landfill Site and MBT, Britaniacrest transfer and recycling operation, Horsham, Greenpeace report “Criminal Damage; a review of the performance of Municipal Waste Incinerators in the UK”), and are concerned at the potential for harm from incineration processes. • Concern is particularly well-founded regarding risks from fly-ash produced by incinerators. It is not inconceivable that waste lorries could be involved in accidents, and therefore pose a risk because of hazardous load being emptied. • It is not sufficient to assume that risks will not arise and will not need to be assessed/ managed, that the regulatory regime will be satisfactory and no further consideration is required. The planning system assumes that the pollution control regime will work effectively, and to take advice from the Environment Agency on associated risks). This is not reasonable, contrary to due diligence, and ignores known failings in the regulatory regime (e.g. The National Audit Office has censured the Environment Agency (EA) for failing to police its licences, and staff reductions at the EA could lead to this failure continuing or getting worse). There is a responsibility on waste planning
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		<p>authorities to satisfy themselves beyond reasonable doubt that incinerators can operate within legal limits. The applicant has no experience of operating such a plant.</p> <ul style="list-style-type: none"> • The applicant has, just before Christmas (but missing in the documentation) advised the Residents Liaison Group that an overseas multinational company is likely to make use of this permission to build and operate the incinerator. • Incineration processes produce toxins. Toxins are controlled by permitted emission levels but: <ul style="list-style-type: none"> • Permitted does not equal safe, but allowed on a balance of judgement about risk to health based on available knowledge on TDI and maximum contamination levels in food and feeds. (TDI has already been reduced tenfold following disparity between limits set by the US and EU. TDI-dioxin 2pg WHO-TEQ/Kg of body weight/day from all sources (reviewed by the Committee on the Toxicity of Chemicals in Food, Consumer Products and the Environment in 2001). The WHO-TEQ = World Health Organisation toxic equivalent concentration is a measure of the overall toxicity of a mixture of dioxin congeners. 1pg or picogram is 10⁻⁹g or 1 millionth of one millionth of a gram.) • Judgements are made on available rather than complete information ("it is generally accepted that emissions standards are based on what can be measured and what is technologically achievable, rather than what is safe...This point was accepted by the Environment Agency" Dept. of Environment Transport and Regional Affairs Committee, March 2001 report HC39-1, Delivering Sustainable Waste Management, volume 1, paragraph 93). • No evidence is available to demonstrate the cumulative, long-term effects of incinerator emissions, including persistent ones like heavy metals, furans and dioxins, on human health at the continuous low dose exposure an incinerator creates. The health effects which result from an incinerator's emissions are not yet fully known, and the regulation of incineration has been rather poor, which has resulted in poor practices developing in some incinerator sites (Dept. of Environment Transport and Regional Affairs Committee, March 2001 report HC39-1, Delivering Sustainable Waste Management, volume 1, paragraphs 97/98). • Controls are applied to limit emissions of some chemicals injurious to health, but there is debate over what is a safe level of exposure. The Environment Agency is reported as telling the House of Commons Environment Sub-Committee that they have no idea how dangerous the new generation of incinerators will be to human health (The Guardian, 29 November 2000). Environment Minister Michael Meacher told the House of Lords Select Committee on 15 June 1999 that "Incinerator
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		<p>plants are the source of serious toxic pollutants; dioxins, furans, acid gases, particulates, heavy metals... there must be absolute prioritisation given to human health requirements... we know scientifically that there is no safe threshold below which we can allow such emissions.”</p> <ul style="list-style-type: none"> • An extensive study was commissioned by Public Health England on the health implications of incinerators. This is due to be published in the Spring of 2017. This study should be received and understood before any planning applications for incineration are considered. The residents would also like to understand what happens when the UK leaves the EU, as the current environmental legislation will no longer be enforceable without new domestic legislation in place.
6	Impact of the previous planning applications WSCC/018/14/NH and WSCC/021/15/NH	<ul style="list-style-type: none"> • It is clear from Britaniacrest’s own data that the current operation of recycling and transferring of waste would not need the additional permission both of waste volumes and associated HGV movements. It is now clear that these permissions were in preparation for the incinerator derived waste and resulting movements. The permission needs reviewing in light of what it is actually for, and to consider the current traffic/waste processing in the vicinity of the site. • The December 2013 traffic data is now over 3 years out of date, and does not incorporate significant developments such as the MBT adjacent to this site, which started operating after 2013. The incinerator will also operate on a different model, and so the broader transport infrastructure needs to be considered as waste is being brought across longer distances. • Associated with this, the information about the impact of diesel engines has become far more damning since 2013. The emissions from these vehicles are now known to be far more damaging than at the time the permissions were granted. The residents suffering the traffic of Langhurst Wood Road, A24, A264 already believe the current levels of traffic are too high and the exposure to poorer air quality too great. This is based on 80 HGV movements from the applicant (actual and at busiest time), as opposed to 284 per day allowed now as part of the 2015 permission that is not yet experienced. Residents would ask that this is reviewed as part of this application, as it cannot be justified not to do so. The committee should look to enhance and not add to the deterioration of air quality for residents by ensuring the location of businesses such as this are close to the source of the waste, and build to a suitable capacity to meet the need.
7	Cumulative effect	<ul style="list-style-type: none"> • Residents are already affected by the extensive landfill, the new MBT, the brickworks and other businesses leading to emissions, pollution, traffic, noise and impact on the rural countryside.
8	Loss of amenity for residents	<ul style="list-style-type: none"> • The local residents are concerned about: <ul style="list-style-type: none"> • Additional noise, odours, dust

		<ul style="list-style-type: none"> • The 3-year construction phase which could result in unacceptable hours, noise, odour, dust, particulates from contaminated sources being dispersed. • Conflict of land use between low-density residential use, open fields with animals grazing, ancient woodland and an increased industrial presence. • Operation times becoming 24/7 leading to permanent new noises, intense light on the chimney and building, shift-related traffic from staff, and a pressure to extend the hours which the waste can be brought into and out of the site. This is already encroaching on weekends when residents wish to relax and make use of the outdoors. • Greater exposure to contaminants during the construction phase. • During operation, there will be gaseous and toxic emissions, pollutants, and vehicle emissions for long periods of time with resultant health implications.
9	Inadequate public consultation of Horsham District residents	<ul style="list-style-type: none"> • The applicant has failed to engage with the Horsham District populous who will be affected. Their assumption that only Langhurst Wood Road and Station Road residents would be affected is clearly flawed. (Please see comments on Statement of Community Involvement documents.) Ni4H know there are concerned residents who live in a much larger catchment than those two roads, and note the plume model shows a much wider set of affected people, as does the Theoretical Zone of Visibility. Many comments have been received by residents and businesses of Horsham District, that they would have been unaware of the proposal or planning application without the efforts of the Ni4H campaign.
10	There is limited benefit to the energy developed as part of the incineration	<ul style="list-style-type: none"> • The site of the proposed incinerator does not lend itself to CHP, and only one local customer has been identified for the use of the electricity - Wienerberger. Wienerberger Horsham have advised us that they have not been consulted on this. Literature has been misleading from Britaniacrest suggesting the output could heat/light residential houses, even though is not seen as a viable option in the documentation. • Electricity and power can be generated from greener technologies than the Energy from Waste.
11	Parts of the Environmental Statement are incorrect, contain inconsistencies, based on out of date data and contain gaps.	<ul style="list-style-type: none"> • The applicant's documents do not evaluate the entirety of the impact of the development being pursued. The application cannot be approved without full and fit studies. <p>Please see section 3 for details</p>
12	Fire	<ul style="list-style-type: none"> • The incinerator, and the use of flammable materials to operate it will increase the risk of fire to the location. There is insufficient information on what the impact could be to the local community if a

		fire were to break out, especially bearing in mind the businesses in operation on adjacent sites, such as the MBT and landfill, and areas of ancient woodland.
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Section 3: Comments on applicants planning documentation for further clarification/ correction

Document Title	Page	Reference/ para	Comments
Application form	5	Section 10	<ul style="list-style-type: none"> 29 car parking spaces for 38 workers and up to 20 visitors. Is this enough especially as the applicant notes that it is not safe to walk or cycle up Langhurst Wood Road? What other provisions will it make to ensure that there is no impact on the site shared with the MBT and Wienerberger, including the shared access road, and Langhurst Wood Road which is unsuitable for parking. Note in Chapter 4 Table 4.1 this is noted as 21 car park spaces. Which is correct? Why has the applicant allowed for cycling facilities when it notes the dangerous road conditions for cyclists? There is no mitigation suggested to make the road safer for walkers or cyclists. What is the impact of reducing the number of lorry parking spaces from 23 to 6 + visitor coach space? This is noted as 7 in chapter 4, table 4.1. Will this impact on the shared site owners and Langhurst Wood Road? DR-0101-PO2 Existing Aerial Site Plans show evidence of vehicles parked on site which exceed the proposed provision. How will this be addressed?
	6	Section 14	<ul style="list-style-type: none"> The applicant has stated that the land is not contaminated, yet other reports contradict this. It also suggests that the proposed use would not be vulnerable to the presence of contamination. We suspect this is incorrect.
	6	Section 15	<ul style="list-style-type: none"> The applicant states there are no tree or hedges on the proposed development site, which is incorrect. DR-0101-P02 Existing Aerial Site Plan shows evidence of trees both on site and adjacent to the site. Chapter 2, section 2.3 paragraph 2.3.3 notes mature lombardy poplar, hawthorn hedge and large-leaved lime trees along the access road to site. A question relating to trees or hedges nearby has again been marked as no, but there is ancient woodland opposite the site shared by applicant, MBT and Wienerberger, and more trees hedgerows adjacent to the site along the train tracks and boundary with the MBT/landfill.
	6	16	<ul style="list-style-type: none"> The applicant states the proposal will not need to dispose of trade effluents or waste. This is incorrect. This will occur during construction phase and operation.
	8	20	<ul style="list-style-type: none"> Hours of opening are unclear. The operation will be 24/7. The applicant should be clearer what this relates to.
	9	22	<ul style="list-style-type: none"> We believe the EfW is correct, but MRF is 50,000?
Environmental Statement-	5	Para 1.2.1-1.2.4	<ul style="list-style-type: none"> The applicant outlines the case for a C&I incinerator in the UK, but this does not cover how it will specifically meet the needs for West Sussex and its Waste Plan. It notes reducing landfill in Kent, East

Chapter 1 Introduction			Sussex and Hampshire, which do not form part of the West Sussex Waste Plan. For West Sussex, there are details in the Waste Plan to meet zero to landfill. There is no mention of the newly-approved incinerators at Ford and Gatwick. Britaniacrest are clearly a cross-county operating business, which should need to justify any import of waste as part of this application. It fails to do so.
	8	1.5.6	<ul style="list-style-type: none"> Just to note, Langhurst Wood Road Residents Group only covers a small number of houses (3/4) and not the totality of the most affected parts of Langhurst Wood Road. The 8 houses at Graylands Farm for example were not consulted as part of the scoping, and nor were the houses north of the development site on Langhurst Wood Road. Station Road were not consulted at all.
ES Chapter 1 Appx 1- WSCC response to the scoping dated 10/11/2015	2	2.1	<ul style="list-style-type: none"> We would like it confirmed whether the capacity to burn is 180,000 or 200,000 tonnes per annum. It was stated in an email from Britaniacrest that the capacity would be (plus or minus 10%) of 180,000 tonnes per annum.
	5	3.17-3.18	<ul style="list-style-type: none"> Para 3.17: WSCC Planning Officer notes that “consideration will also need to be given to the strategic allocation known as North Horsham, particularly the changes to the highway network proposed but also the cumulative impact of both developments coming forward on existing and new residents.” There is very little commentary on this, but it should be noted, that if the North Horsham development is agreed as set out in the current outline planning documents, the incinerator traffic, which will include the transportation of hazardous waste, will flow past the planned primary school close to Langhurst Wood Road. This puts those vulnerable receptors at risk, as well as pedestrians making use of that road and Langhurst Wood Road to visit the school and other community facilities inside the new development. Para 3.18: “The number, type and routing of HGVs and other vehicles should be detailed as accurately as possible to ensure that the subsequent analysis is accurate, and can feed into other topic chapters such as noise and air quality.” The type of HGVs being used are not detailed at all. It is important to understand the size, type of HGV, and whether they will be completely sealed, as well as any opportunities for HGVs to be utilised for both transporting in and out during two associated movements as opposed to four. Overall comment: The stakeholder identification and engagement has been poor. The applicant has failed to engage wide enough, often enough, nor making best use of communication methods. There are still a very high proportion of Horsham residents who will be affected by this development who are unaware of this application. This will result in many residents feeling aggrieved that they have not had the opportunity to respond in the timescales. This IS evidenced in numerous comments received by WSCC Planning. The minutes of the Community Liaison Group also demonstrate the limited information shared, and the concerns raised on size/visual impact that have not been mitigated.

Statement of Community Involvement	4	1	<ul style="list-style-type: none"> The Community Liaison Group meeting is noted to be one of the main mechanisms to have shared information with the residents most likely to be affected. This group is small, with the number of local residents restricted to eight, (and requests to increase this for the incineration presentations were turned down). The information flow has not been adequate from the residents' perspective. Insufficient information has been forthcoming and "drip fed" on a carefully selected basis. The details about the intended planning application have been incomplete. The residents had very little knowledge of the content prior to the planning application of the Environmental Statement, which has made it very difficult for residents to absorb and comment on the 108 documents submitted just before Christmas, and within the statutory deadline.
	5	Section 2 Point 1	<ul style="list-style-type: none"> Access to more detailed information. This has only been made available via the planning application. The Britaniacrest web site is mostly focused on their customer needs and the proposal page is less obvious in the "find out more" menu option and close to the bottom labelled "Wealden Works Development proposal". Between October and December, there were no updates until the planning application went in. It was at this point; the detail was made available, and not before. The level of detail on the communications panels at the public exhibition were extremely limited.
		Point 2	<ul style="list-style-type: none"> The residents were not consulted on the design. For example, the different design options for the building set out in the planning documents were never discussed. Paint colours are such a small point. The sheer scale and, size of the building has not been mitigated at all and resident views not addressed on this point.
	5/6	S2.1 point 3)	<ul style="list-style-type: none"> The details of the planning application content were limited to the representatives of the various parish councils, residents, and Jane Moseley.
	6	S3.2	<ul style="list-style-type: none"> The resident community should have been considered more broadly than Langhurst Wood Road and Station Road. Ni4H has representatives from all parts of Horsham, Warnham, Rusper and is growing in numbers each day (at present 450+). Many residents are stating "they did not know of the development proposal, and had only heard via Ni4H/ CBRE campaigns, which include a Facebook site, website, use of other social media, local newspaper interviews, comments, and through word of mouth. Britaniacrest have failed to identify its stakeholders and effectively engage.
	7	S3.3	<ul style="list-style-type: none"> Ni4H has been speaking to businesses in the area most affected, and many had no previous knowledge of the proposal.
	8	S4.2	<ul style="list-style-type: none"> Resident enquiries about the 3Rs have not been answered within 48 hours. One known email sent with enquiries about the new development on 31/10/16 was not answered until 24/11/16.

	8	4.3	<ul style="list-style-type: none"> The newsletter was received, but the language was careful so as not to use the word incinerator. The newsletter needed to be far more extensively distributed into the town of Horsham and its surrounding villages.
	10	5.1	<ul style="list-style-type: none"> A 55-person turnout for the public exhibition should be noted as poor bearing in mind Horsham's 49,000 + population and Warnham's 1100 residents. The facilities were only adequate for the turnout received and not a populous such as Horsham.
	11	5.5	<ul style="list-style-type: none"> Use of Facebook. Applicant notes that the Britaniacrest page has a following of 179. These are family members, friends of the family, truck drivers and customers. This was a poor choice of communication mechanism. The sharing of the advert to the Horsham community page was done by the residents and attendees of the Community Liaison Group, and not Britaniacrest.
			<ul style="list-style-type: none"> There is no provision for alternative formats to suit for example visually impaired and hearing impaired residents. Note for non-PC owners/ non-users of the internet, the only access available would result in a £300 cost. This appears to be discriminatory.
	6	4.3.9	<ul style="list-style-type: none"> It is not clear whether there will be any instances where the fast action doors are not able to shut. This might be as a result of multiple lorries queuing to off-load which will result in the doors remaining open and therefore releasing an odour and level of noise not intended. This will lead to a loss of amenity for the residents. The MBT has had issues with reducing odours and noise despite similar mitigations being in place. This development will therefore add to the loss amenity already felt by local residents.
Chapter 4- Development Proposals and Alternatives considered		4.3.10	<ul style="list-style-type: none"> What will happen with the water being used to clean out the tipping area? Will this result in the pollution of waters?
		4.3.6-4.3.11	<ul style="list-style-type: none"> What is the process for unacceptable waste streams? Note there is no area in the design for "quarantined material". What will be the policy for handling this material?
	8	4.3.21	<ul style="list-style-type: none"> This doesn't adequately describe the composition of the emissions which will be released from the flue stack
	8	4.4.4	<ul style="list-style-type: none"> This document notes obstacle lights at 1.5 metres from the top, but not of the second set at 52 metres below as set out in Appendix F: Lighting Scheme.
	9	4.4.10	<ul style="list-style-type: none"> How much flue gas cleaning residues will be generated each year, and what is their expected composition? Will this need to go to specialist landfill further afield?
	16	4.11.14	<ul style="list-style-type: none"> This suggests 50 staff and at p4.14.4 32 at any given time; application notes 38. This will impact on car parking.
	17	Table 4.2	<ul style="list-style-type: none"> This shows household waste, which is not what the applicant has described as the incinerator's function – which is commercial and industrial waste. How much does it intend to burn? We assume this list is for recycling and incineration activities and that this will not undermine the MBT.

	19	4.12.4	<ul style="list-style-type: none"> • The amount of imported waste will be more than “some”. This could be 30-53%
	25	4.19.3	<ul style="list-style-type: none"> • Construction hours are a loss of amenity to residents and need reducing, especially on Saturday and evenings/ early mornings. Where are all the workers going to park? How will they attend site? [182 expected at peak]
	29	4.22.2	<ul style="list-style-type: none"> • The reduction of emissions is only relevant at a strategic level. The planner should consider site specifics bearing in mind there is the landfill, MBT and Wienerberger brick works in very close proximity to a growing residential population.
	29	4.22.4	<ul style="list-style-type: none"> • We assume power station CO2 data is based on fossil fuel derived power stations and not greener alternatives?
	31	4.23.14	<ul style="list-style-type: none"> • Gasification has been dismissed due to its operational experience base. Why then are a lot of incinerators now being built using this technology, such as Ford and the Surrey replacement for Capel at Shepperton? Gasification plants are noted to be more efficient, produce less CO2 and result in useful outputs such as syngas, which could be turned into different useful products. Experts also note its synergy with MBT type of facilities. https://waste-management-world.com/a/the-waste-gasification-debate • It is likely that the decision therefore has been based predominantly on profit grounds, both in terms of funding arrangements and maximum capacity, rather than environmental/ sustainability or visual impact.
			<ul style="list-style-type: none"> • There is a huge dependency on the wooded landscape remaining the same over the life time of the development, and this is not within the gift of the applicant to sustain. It should be considered that any further changes to this wooded landscape are likely to impact further on the surrounding areas, which may include AONB. • The applicant has not provided a view of the current site. As such it should be noted that the largest structure on the site shared with Wienerberger and the MBT is the Wienerberger chimney which is 26.5m tall. This makes the proposed new building at 50m 1.8 times taller than this structure and the new chimney to be 3.5 times taller. Within the documentation there is a reflection that there is an impact (increase) in how industrial this site will be perceived- this is directly as a result of the overshadowing and intimidating scale of the proposed building. • It should also be noted, that when the MBT was being considered, the design went to great lengths to ensure the visual impact was mitigated. The proposed development has not achieved any mitigation of significance.

Chapter 5- Landscape and Visual Impact Assessment	5	5.1.3	<ul style="list-style-type: none"> The exclusion of the South Downs at a distance of 15km+ is only as a result of the ZTV approach taken. This approach is not infallible and therefore the applicant could have found other ways to establish the impact on such an important West Sussex asset. WSCC Planning recommended the applicant should note that the South Downs are an important area to consider, and a desk study should articulate whether the 15km zone was appropriate. This has not been fully addressed.
	14	5.3.31- 5.3.32	<ul style="list-style-type: none"> What has not been defined is the average number of days the plume will be visible. If this is high, the 2.5-5% of day light hours makes more of an impact. The length of the plume will also have a visual impact, and the overall perception of the town being more industrialised than it is. A plume plotter has been provided as additional evidence. It is unacceptable to state that the plume will be assessed during the operational phase. This needs additional assessment before planning is permitted- perhaps as part of the permit stage. The night time plume has not been covered at all. As the building, will need to be lit 24/7, this will make the plume highly visible. The plume from the existing chimney at that site is already visible at night from Warnham Station and its surrounds. This should be addressed.
	18	5.4.7-5.4.10	<ul style="list-style-type: none"> The site straddles Upper Arun Valley and Faygate/ Warnham Vale. One is noted as Low and the other Medium. It should therefore be accepted that the overall sensitivity to the development should be noted as Medium as this development will contribute to the further degradation of the landscape character.
	18	5.4.11	<ul style="list-style-type: none"> The argument for dismissing the high sensitivity for change on High Weld AONB or the Surrey Hills AONB cannot be made, as the chimney stack is shown on the ZTV to be visible at 15km and we assume beyond. From high points in these areas, the development will be permanently visible. This assumption is based on the applicant's view of this being a permanent development.
	18	5.4.12	<ul style="list-style-type: none"> The study notes the area south of the site to be "rural and much less densely populated. The views are characterised by the farmland that is interspersed by woodlands and trees belts along field boundaries". This opposes the applicant's view that it will be sited in an industrialised site. It also highlights the conflicts between these land uses. Having a greater visible and large- scale "industrialised" view in this area, which also traverses the railway line, is in direct conflict and unacceptable.
	18	5.4.14- 5.4.17	<ul style="list-style-type: none"> At 2km there will be some views of the building and the stack (see our submitted evidence). The document also fails to address the impact of the plume in addition to the chimney at all distances.
	19	5.4.20	<ul style="list-style-type: none"> We present evidence of views which are significant for residents, visitors and users of the Warnham train station at Station Road and Mercer Road.

			<ul style="list-style-type: none"> • For Langhurst Wood Road residents, (south of site), not all the properties are facing the road (e.g. Northlands, Mid-Summer. Southlands and Meadow View Cottages are orientated in line with Langhurst Wood Road). • First floor views from properties facing the development, will see a significant part of the development. The plumes will additionally impact on residents making use of their gardens/ meadows.
20	5.4.24		<ul style="list-style-type: none"> • The view from the A24 and Kingsfold is expected to be highly impacted in places. The present landfill eyesore should not be used as a reason to argue that the impact from this development is unimportant. At the present time, this will make the view worse. In time, as the landfill is restored to a more acceptable state, then the large-scale development and plume will be the most damaging/impactful factor.
	5.4.20-5.4.34		<ul style="list-style-type: none"> • There is no commentary on the impact of plume visibility on all residents. It will have an impact on a greater number of residents due to other factors, such as weather and the proximity to Gatwick Airport. • The view from the Great Daux roundabout has a key visual impact on the town of Horsham. Many road users travel down this stretch of road to access the A24 and the A264 to Crawley/A23/M23. The current view is already mired by the towering landfill. This development will overshadow even that (evidence provided), and become worse as the landfill settles/shrinks by 20%. This will present a view of a highly-industrial town as opposed to the market town character HDC is keen to maintain. The development will be taller than any other landmark in Horsham and therefore out of proportion. It should also be noted that the impact to road users is not small, as very often the roads at that point are highly congested and not fast moving as suggested. • There is no information on the visual impact on: <ul style="list-style-type: none"> • Rail users from Warnham/Ockley station. There is full visibility of the whole site and the train at this point moves slowly. • Impact on the proposed North Horsham development affecting 2,750 new residents perhaps living in two- storey townhouses. • Warnham village

	26	5.5.3 and 5.5.5	<ul style="list-style-type: none"> Aviation warning lights on the cranes will present an annoyance to local residents during the construction phase. The hours of construction and noise created needs to be carefully considered to ensure that there is no a loss of amenity to local residents. Construction should not take place after 18:00 during the week and be limited to Saturday mornings (08:00-12:00) with no heavy machinery in operation on Saturday. There should be no construction on Sunday or bank holidays. The aviation warning lights will provide constant light pollution and annoyance to local residents who will see the chimney at a long distance.
	27	5.6	<ul style="list-style-type: none"> The construction phase will create significant noise which will impact the area. The businesses that operate from Langhurst Wood Road are generally low noise. It is the traffic which results in a significant increase in noise for residents (in comparison to traffic-free Sundays). As vehicle noise is not static in nature but rather irregular, the construction noise could lead to a constant high-level intrusion which does not exist today. This will impact both residential and commercial residents over a 3-year period. Three years does not seem short-term. In addition, there will be construction noise if the North Horsham development is approved which includes road improvements and housing/amenities.
	31	5.6	<ul style="list-style-type: none"> The same comments for 5.4.20-5.4.34 apply for construction.
	33	5.7.2	<ul style="list-style-type: none"> The applicant admits that “The proposed 3Rs facility on the Application Site would introduce an additional element of industrial development to the industrial setting of the Application Site.” ...and we suggest to the town of Horsham.
	34	5.7.4	<ul style="list-style-type: none"> The applicant notes that the “operational phase of the 3Rs facility would not be out of character with the scale of industrial land uses immediately adjacent to the Application Site, and would not contribute to a deviation of the characteristic elements in the wider Northern Vales.” The development is of a size that is nearly double the size of the existing buildings of Wienerberger and the MBT, which will lead to it being intimidating and overshadowing. This will ultimately lead to a change in character with a more industrialised view. This cannot therefore be Minor Adverse.
	34	5.7.5	<ul style="list-style-type: none"> The sheer size/ scale of the building will influence the whole character of the area. Although sited on a small site of just over 3 hectares, it will be the largest landmark for miles over-powering the rural, residential and agricultural parts. The view will be different depending on where you are sited within this area.

	11	6.4.4	<ul style="list-style-type: none"> The traffic study undertaken by the applicant as part of planning permission WSCC/0018/14/NH was undertaken in December 2013. This is now over 3 years out of date and therefore should not be used as part of the application to establish baseline traffic flows. The MBT, for example, became operational in 2014 and has added an additional 390 HGV vehicles per working day onto Langhurst Wood Road, and the connecting roads of A24/A264. This is significant to this development and needs to be incorporated into decision making. The car journeys data will also be incomplete and out of date, for example, couriers are now using Graylands to meet/transfer parcels for delivery.
Chapter 6 Traffic and Transport	13-14	6.4.11-6.4.21	<ul style="list-style-type: none"> The modelling for 2018 predicted traffic is flawed. For example, it suggests that the maximum HGV vehicle traffic could be as much as 523 in a 24-hr window. We are aware MBT/AD have permission for 392 vehicle movements per day and Britaniacrest 284, which already exceeds this model. This does not take into account the Wienerberger traffic and the distribution businesses that have started to operate from the general Langhurst Wood Road areas. The expansion of internet shopping, the rural nature of the area and suppliers to existing businesses also require transportation vehicles, and therefore the car journeys data will also be incomplete and out of date. For example, couriers are now using Graylands to meet/transfer parcels for delivery. The models used are not likely to take into account the overall changes in traffic trends. The base line data should therefore be considered inadequate.
	13	6.4.14-6.4.15	<ul style="list-style-type: none"> To note: "The roads surrounding the site are not supported by formal pedestrian infrastructure as there is a negligible demand for pedestrian trips in this vicinity." The applicant is incorrect on this point. There are multiple commuters in the area wishing to walk to Warnham Station, and residents wishing to travel to Horsham for train services. There are multiple dog walkers who use the road to access public footpaths. Many residents wish to walk to Warnham Primary School. The road traffic on Langhurst Wood Road has become a problem as a result of the decisions made by WSCC Highways, and residents are either forced to risk their own safety by walking on the road and meeting the HGV/car traffic head on travelling at 40mph, or to use their cars. This development will add to the complete disregard for pedestrians and cyclists using this road and will create added pressure on local infrastructure. There are some areas with poor sightlines for vehicular traffic on Langhurst Wood Road. There is no street lighting which poses again a greater level of risk to non-vehicular road users outside daylight hours.
	28	6.6.16	<ul style="list-style-type: none"> A 44% increase in HGV traffic on Saturday 07:00-19:00 along Langhurst Wood Road is unacceptable. The existing permissions restrict the numbers of vehicles to a much more sedate level to reduce the loss of amenity to residents in the afternoon. This document shows that during the afternoon the increase will

		be 81% and 123% from 14:00-15:00. This is unacceptable. A 291% increase at 08:00 is also unacceptable. The report notes at 6.6.17 that there is a low baseline of HGV flows on Saturday, so this is a significant change for residents
29-31		<ul style="list-style-type: none"> Severance, Driver delay and Pedestrian delay sections are based on base traffic data, which we note is incorrect. These should be reassessed.
31	6.6.48-	<ul style="list-style-type: none"> Pedestrian activity - the generators of pedestrian movement along Langhurst Wood Road will be users of Warnham station, Warnham Primary School and public footpaths for dog walking. This will be at a peak from 07:00-08:30 Monday-Friday and 15:00-19:30
32	6.6.56-6.6.58	<ul style="list-style-type: none"> Although there have been no injury accidents at Langhurst Wood Road, there are unrecorded "near misses" involving cyclists and pedestrians.
32	6.6.60	<ul style="list-style-type: none"> Other documents note contaminated waste, so there will be materials transported which are hazardous in addition to material resulting from the incineration process. It is not inconceivable that a vehicle carrying this material could be involved in an accident. The statement that this should not represent a safety issue cannot be categorically made.
33	6.7	<ul style="list-style-type: none"> There is an overall assumption that the future permission needs already approved do not need further consideration. We argue that there is a difference in the consideration based on the distance the waste is travelling – in 40-mile radius for incineration rather than the existing operation which has not yet demonstrated an ability to source 230,000 tonnes per annum of waste or need its HGV movements of 282 Monday-Friday, and 140 on Saturdays. The vehicle emissions have also not been considered and should be in their entirety. The incinerator will cause very specific traffic relating to the supplies of materials purely for the incineration operation - 45,000 tonnes per annum - and hazardous waste from the incinerator - 5,400 tonnes per annum. The previous traffic assessment under WSCC/018/14/NH makes use of baseline data, which included a permission for B2/B8 land use which had not been implemented/made use of. The assessment of vehicle emissions and traffic should be based on recent land use and impacts to the residents, both residential and commercial. As the baseline data is inaccurate, the vehicular emissions are unknown and should be clarified. This should be added to the overall use of the road and the various impacted receptors analysed.

			<ul style="list-style-type: none"> Recent research into diesel engine vehicles have highlighted how these emissions are far more dangerous than expected. It is not appropriate to base a decision on analysis based on different conditions/different times.
	34	6.9.7	<ul style="list-style-type: none"> There are no timescales for the various parts of the North Horsham development in relation to the infrastructure changes that will see access from the A264 to Langhurst Wood Road change. This may need to be undertaken before the residential properties are built in 10-15 years' time.
			<ul style="list-style-type: none"> The impact on A23/M23 and much wider infrastructure has not been identified. The applicant notes waste coming from the counties of South London, Surrey, Kent, Hampshire and East Sussex which will be impacted.
			<ul style="list-style-type: none"> Air quality has only been modelled for a small number of receptors. This should have been more extensive with baseline conditions established for Langhurst Wood Road/Station Road and in comparison, with the town as a whole.
Chapter 7 Air Quality and Odour	12	7.3.15	<ul style="list-style-type: none"> The HGV emissions have not been assessed because of current planning permission. However, WSCC/18/14/NH has been agreed on baseline data, which is not representative of the traffic both actual and proposed. The data is now over 3 years out of date and needs reassessing. All planning should take into account the current known information, such as the impacts of diesel engines on pollution and health. It should not assume that no change has occurred.
	12	7.3.16 onwards	<ul style="list-style-type: none"> This section does not clearly articulate the different levels of pollutants for the site, which include vehicle emissions as a result of operating - waste in, supplies in, empty vehicles leaving, distances travelled and hazardous waste transported to landfill. There should be more effort to write this in plain English and to explore the impact of long-term exposure for the receptors close to the site and the cumulative impact which incorporates the existing landfill and Wienerberger operations. Also, note that if the residential proposal of North Horsham is approved, then this increases the exposure to more receptors.
	15	Table 7.9	<ul style="list-style-type: none"> The location data in the table is incorrect as this would suggest buildings are rotated by 90 degrees. This will have affected the modelling results.
	19/20	7.4.1	<ul style="list-style-type: none"> The baseline air conditions are limited primarily as they are based on measures being taken from Horsham as opposed to the immediate vicinity of Langhurst Wood Road, which would incorporate the vehicle emissions of A24/A264, landfill, MBT, Wienerberger and other businesses which add to the deterioration of localised air quality.
	25-26	Table 7.19 and 7.20	<ul style="list-style-type: none"> Explanation is needed for those chemicals which are potentially significant, namely: Nitrogen Dioxide, Arsenic, Manganese, Nickel and PAHs. This should be written in plain English
	33	Table 7.25	<ul style="list-style-type: none"> Does not include vehicle emissions from all businesses, and does not include Wienerberger.

			<ul style="list-style-type: none"> The document is written on the basis of all material coming into incinerator as being destined for landfill. The case for incineration vs landfill is sound. However, there is the point about capacity already made above, i.e. there isn't a need for 180,000 tonnes per annum for West Sussex, and there is still an operating landfill at Brookhurst Wood until 2018 which keeps being extended. The Brookhurst Wood site therefore gets both carbon dioxide emissions from landfill, from the MBT and this new incinerator in addition to that coming from 700 HGV movements per day and unknown car movements.
			<ul style="list-style-type: none"> Please note the comments in HDC Environmental Health note date 13/01/2017 about the inadequacies of the methods used and conclusions drawn.
			<ul style="list-style-type: none"> This document's calculations are based on 100% utilisation. There are no calculations for other levels of use. If less than 100%, the fuel burners will have to be used to maintain the 850C temperature. This obviously means much higher use of fuel oil. A lower volume of waste means they have avoided fewer HGV journeys to the Redhill landfill, so there is less carbon avoidance. The composition of the waste according to the document, is mostly combustible material, which reduces the need for the burners, and putrescibles (short-cycle carbon – which does not need to be offset). Britaniacrest deal with a lot of hardcore which is not combustible. Also, as society increases the level of recycling there will be a lower level of combustibles (paper/card/organic), so over time the waste composition will change and require more additional fuel to maintain the incinerator temperature. The applicant should show a range of scenarios for its carbon assessment based on different compositions of waste and levels of operation bearing in mind its 25-year life.
Planning Statement G: Carbon Assessment			<ul style="list-style-type: none"> The report makes no mention of the noise associated with the chimney. The chimney and its supporting structures will generate noise as wind passes through it - a significant whistling noise, which will become a loss of amenity for residents/add to background noise. The increase in background noise of more than 6dB during the night-time is not insignificant to residents, who will wish to sleep. A change of +6dB gives a sound pressure level twice the initial reading, and a sound power level four times the initial reading. This is a permanent and direct annoyance as a result of the operation of this development.
Chapter 8 Noise and Vibration	20	8.9	<ul style="list-style-type: none"> Why has the Wienerberger Brickworks not been considered?
			<ul style="list-style-type: none"> Please note the comments in HDC Environmental Health note date 13/01/2017 about the inadequacies of the methods used and conclusions drawn.
	17	12.4.24	<ul style="list-style-type: none"> The report notes that "any impacts to this suitable terrestrial habitat (namely small amounts of vegetation removal) will have a correspondingly larger effect on the population present, even if that population is

			<p>very small. Therefore, the population of great crested newt is considered to be of local value". However, the report notes during the construction phase and running through the operational phase there is a decrease in habitat of 3,337m². Once the development is completed an additional habitat will be created of 2,982m² which will enable a vegetation corridor to be developed of benefit to the newts.</p> <ul style="list-style-type: none"> • What is not clear is the impact on the current newt population (which now demonstrates a change since 2013 with new ponds becoming a home of choice) during the 3-year period of construction. Will this result in a potential 3 or more-year reduction in the population, and if so by how much? If it does reduce, when and how will it begin to return to existing levels or more? Will there be restrictions on when the reduction in habitat should be performed/new habitat created in line with the lifecycles of the newts, such as not taking place during the terrestrial phase. • Whose responsibility will it be to manage this population of valuable newts bearing in mind it traverses multiple landowner's properties?
Chapter 12 Ecology and Nature Conservation Report	14	3.4.5	<ul style="list-style-type: none"> • "The existing soft landscaping scheme on the site will be significantly enhanced"-There is not the space to significantly enhance the landscaping of the site, as most if it will be covered by building/ road/ storage facilities.
ES Non-Technical Summary	15-	13.6	<ul style="list-style-type: none"> • We don't agree that 36 months' construction time is short-term in nature. On page 18 this is noted as medium-term for traffic during the construction phase. Operational Phase is also noted as short-term in places - again inappropriate - on page 19 this is long term. This table needs to be consistent, as does information across the document set!
Chapter13 Summary			<ul style="list-style-type: none"> • There is little information about the Incinerator Bottom Ash and how the applicant will prevent the dispersal of particles from the IBA outside of the site.
Other general shortfalls:			<ul style="list-style-type: none"> • There is little information on the prevention of fire risk and the resulting impacts on the local residents. It is unclear what the impact is of fire on this development site if it could not be contained, leading to fire in the adjacent Brickworks and the MBT/ landfill/ RDF facility if that is ever developed.

			<ul style="list-style-type: none"> There is insufficient information with regard to the deposition of chemicals on nearby land, which is currently used for rearing of animals for food consumption, or for pleasure (horses) or crops. Has the impact on farmers' livelihood been considered?
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Section 4: List of Evidence bend submitted

4.1 Plume Plotter- this has been produced by PlumePlotter.com⁸ for Ni4H

Animations we present can be found at:

2015 for Britaniacrest Incinerator	https://youtu.be/O3DliEZs0Dk
2016 for Britaniacrest Incinerator	https://youtu.be/t2JKmaNe484
June 2015 for Britaniacrest Incinerator	https://youtu.be/nEuk0i9w_m0
December 2015 for Britaniacrest incinerator	https://youtu.be/ SPqC6zDvy0

Information about Plume Plotter

Plume Plotter shows the Horsham pollution model in an animation, it's based on AERMOD, developed by the US EPA, which is one of the most famous modelling systems for air pollution. It uses the regulatory default options of AERMOD. It takes account of the real terrain in the vicinity of the incinerator, current weather conditions, upper air data, as well as properties of the incinerator emissions and the shape of the incinerator buildings. Data about the incinerator and its emissions is taken from the applicant's information sources.

Animations are created by modelling the incinerator plume every hour during a period of time, using historical weather data from a weather station local to the incinerator. Plume Plotter uses AERMOD ([1]) to calculate the concentration of pollution at each location, at ground level. AERMOD uses AERMET to preprocess meteorological data.

⁸ <http://www.plumeplotter.com/animations/horsham/>

AERMOD is provided with the usual parameters of the emissions source: Stack location, Stack height, Stack diameter, Stack gas exit velocity, Stack gas temperature and Emission rate (of oxides of nitrogen).

Plume Plotter currently use a "pollutant ID" of "other", meaning that AERMOD will not perform any chemical simulations (e.g., converting NO to NO₂). This allows the concentration of all other pollutants to be derived simply from the oxides of nitrogen concentrations by multiplying by the relative emission rates.

AERMOD also uses a few parameters of the area near the emissions source: Albedo. (If no value is specified in the AQA, 0.2 is used, as suggested by the AERMOD User's Guide.), Bowen ratio. (If no value is specified in the AQA, 1.0 is used, as suggested by the AERMOD User's Guide.) and Roughness length. (The value specified in the AQA is used.)

AERMOD is designed to be run over long periods, but the real-time Plume Plotter runs it for a single point in time. Weather observations required are also incorporated such as: Wind direction, Wind speed, Temperature, Pressure, Solar radiation and Cloud cover. These are obtained from the nearest reliable weather station on Weather Underground, with a secondary weather station used for solar radiation (because few record this). In the real-time plume plotter, Plume Plotter assume the cloud cover is 100%, because there is no real-time source of cloud cover data (except by asking the user, which rarely works), and cloud cover data is used by AERMOD only at night anyway. In historical runs of Plume Plotter, the actual cloud cover is obtained from historical datasets.

Plume Plotter makes use of terrain data (OS Terrain 50) from Ordnance Survey. This is converted to DEM format and preprocessed by AERMAP (offline) to be used by AERMOD. This allows AERMOD to model dispersion correctly for the terrain.

Plume Plotter also handles building downwash. The report ([2]) states:

"The presence of adjacent buildings can significantly affect the dispersion of the atmospheric emissions in various ways. Wind blowing around a building distorts the flow and creates zones of turbulence. The increased turbulence can cause greater plume mixing. Also, the rise and trajectory of the plume may be depressed slightly by the flow distortion. This downwash leads to higher ground level concentrations closer to the stack than those which would be present without the building."

The building(s) near the incinerator stack were measured from the plans in the respective planning applications, and fed to the BPIP preprocessor (offline). BPIP generated information for AERMOD to correctly model building downwash.

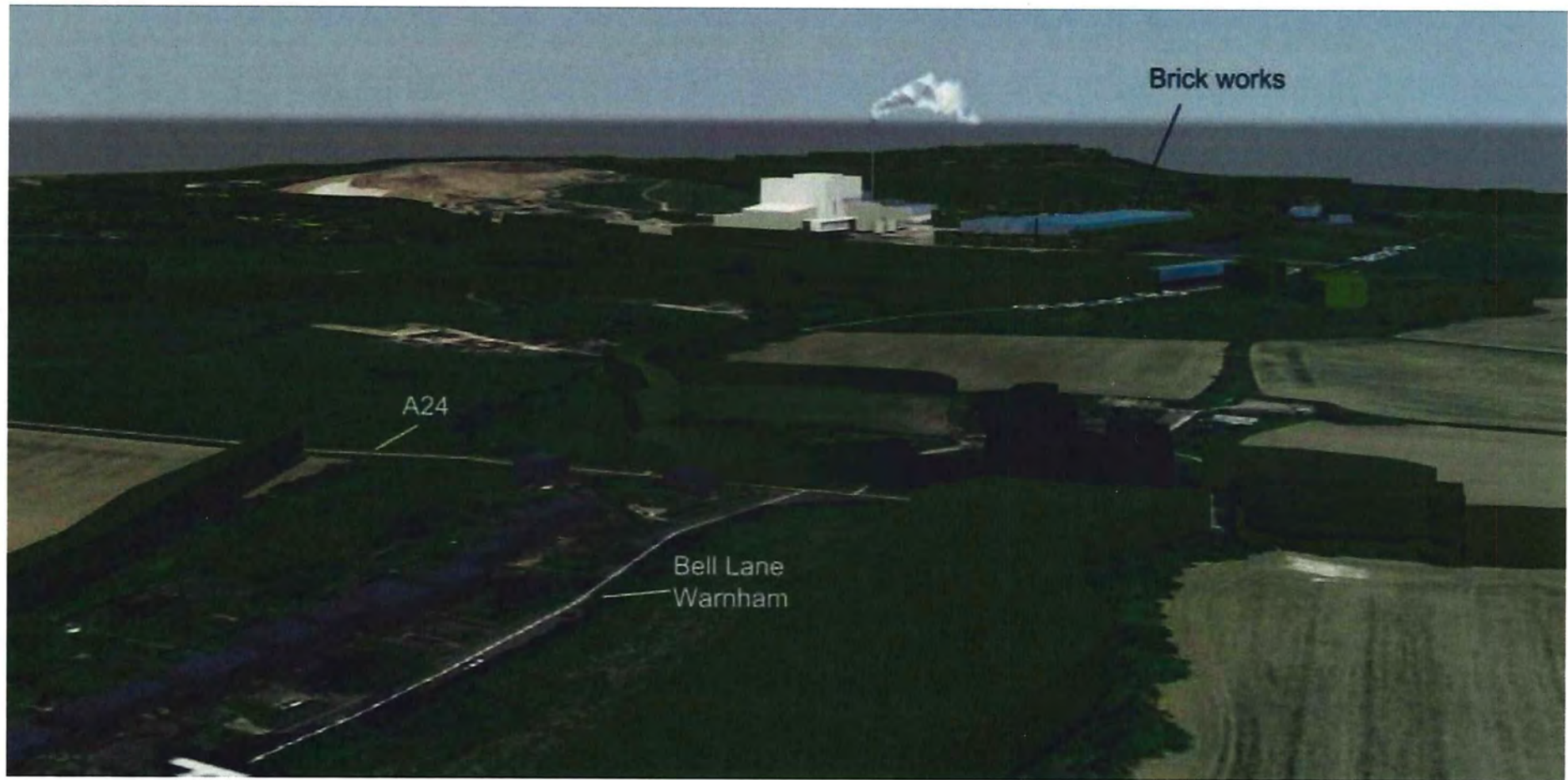
Stack tip downwash is also modelled. This doesn't require any effort from Plume Plotter; it is just a default option in AERMOD.

All weather data (except cloud cover) is provided by Weather Underground. The real-time Plume Plotter downloads the latest weather observations and runs AERMOD approximately every 15 minutes. For historical runs, hourly historical weather observations are used.

Maps are provided by Google (© Google).

4.2 CAD drawings to show visual impact

Helicopter View Warnham



Information about the CAD drawing:

The CAD drawings have been produced by an experienced CAD user who has both an architectural and design background.

The drawings have been developed using the applicant's information such as the architect's drawings and sizes of buildings. These have been overlaid onto topographical data using Ordnance Survey data sets and Google Earth.

4.3 Photomontages produced to show visual impact

A264 View



Knob Hill View



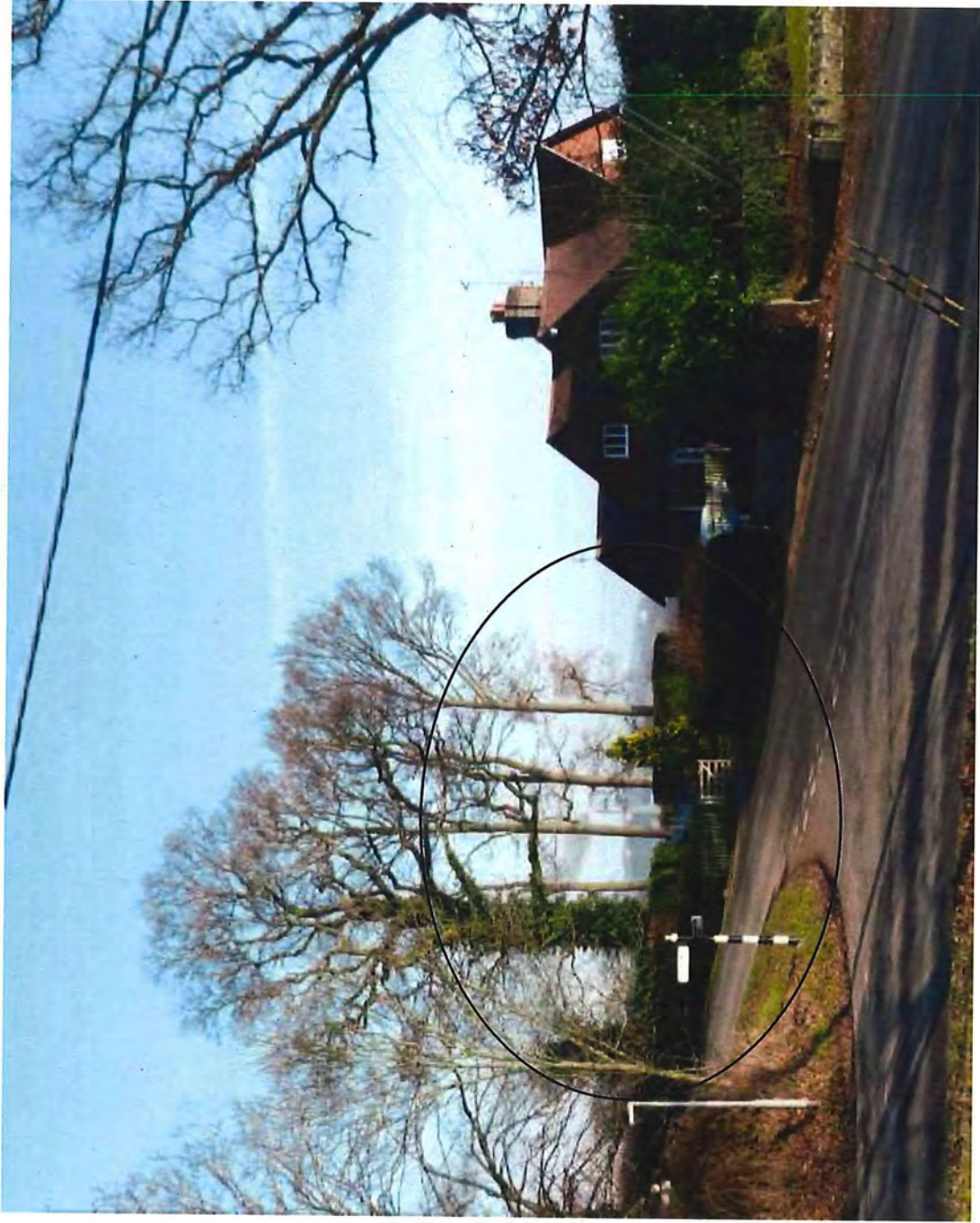
Mercer Road View



Station Road View



Warnham Green View



Information about the photomontages:

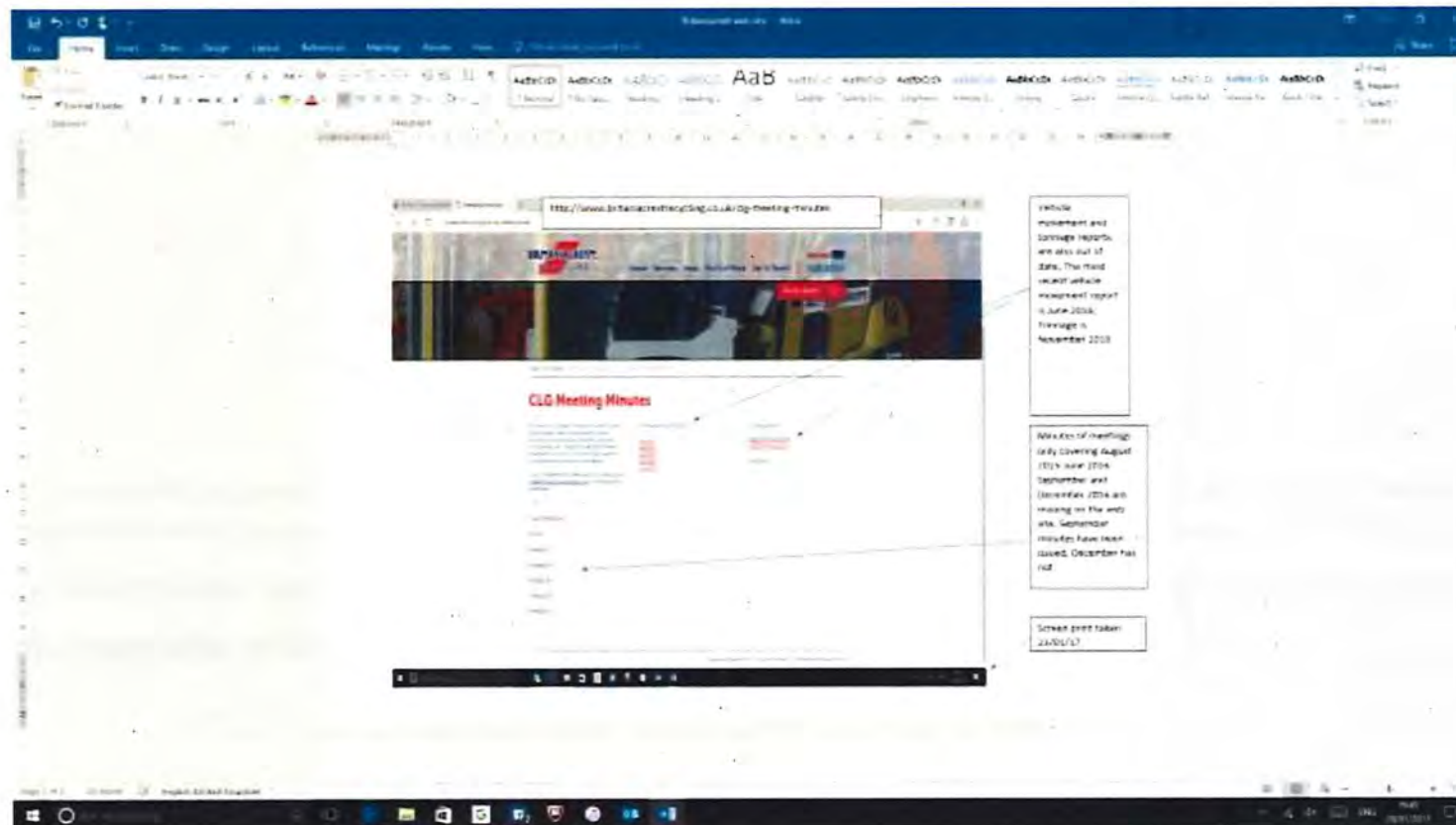
The photo montages have been produced by an experienced CAD and photoshop user who has both an architectural and design background.

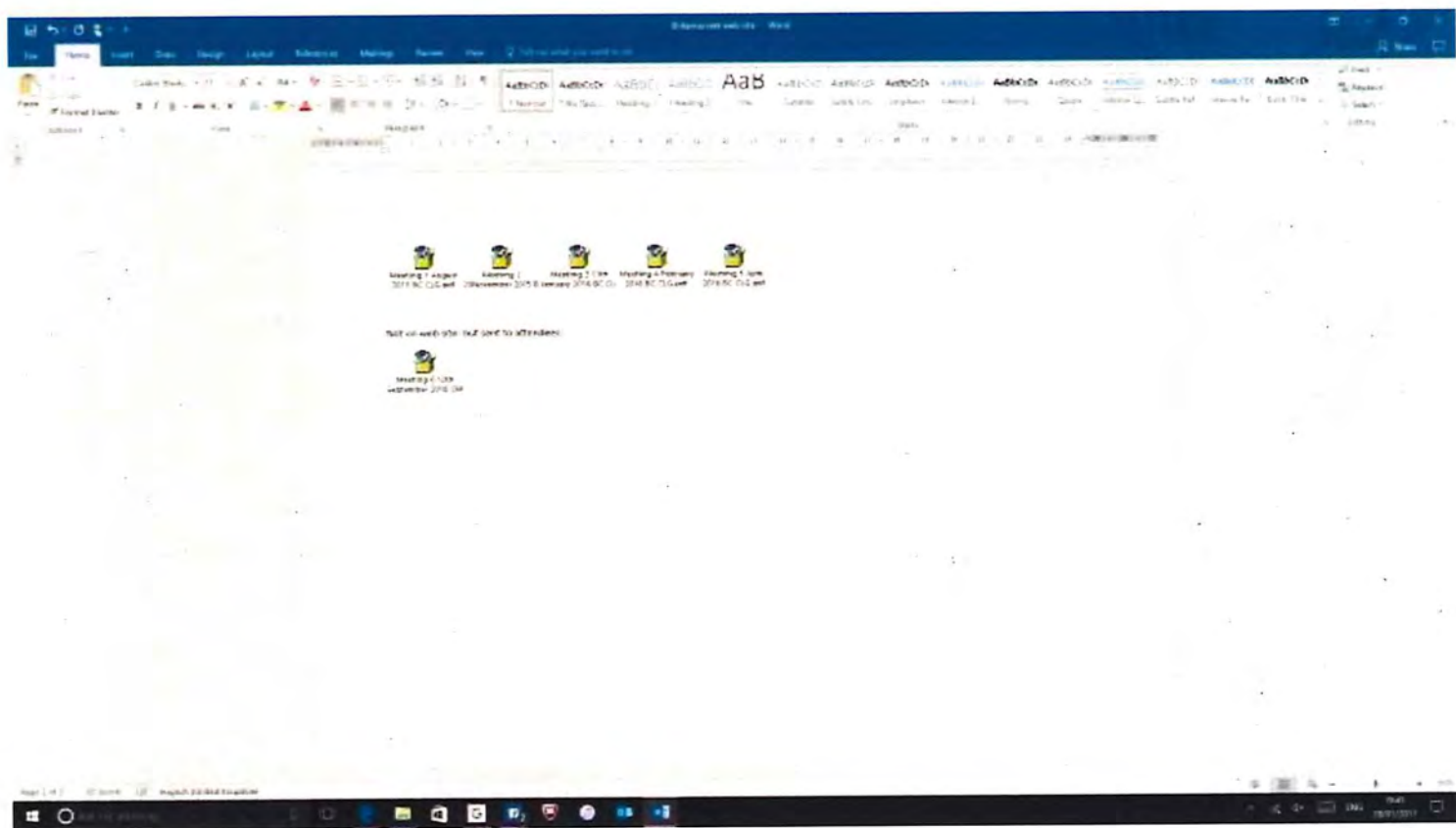
The photo montages have been based on the same data as the CAD model. They are camera matched to the lens used and take into account the elevation of the building and the person taking the photograph. They provide a reasonable depiction of how the incinerator might actually look.

4.3 Information confirming Britaniacrest inadequate engagement and information sharing

We provide a view of the Britaniacrest website with the minutes of the CLG meetings held from Britaniacrest web site to show how it has been sharing information with interested parties and minutes of meetings from August 2015- September 2016. Please note, September 2016 Minutes are not on their web-site but have been released for comment. December's minutes have not been produced by Britaniacrest. The minutes are embedded for ease.

File name: Britaniacrest Website





Addendum to the formal objection to Planning Application WSCC/062/16/NH –Britaniacrest Recycling Ltd from Ni4H (No incinerator 4 Horsham) 26 June 2017

Introduction

No incinerator for Horsham (Ni4H) is a voluntary group of residents who aim to raise awareness and campaign against the proposal for a large-scale incinerator in Horsham District.

Ni4H takes over from a previous campaign group called HALT in Horsham which successfully fought a proposal for an incinerator in the early 2000s. As a result, West Sussex County Council (WSCC), and the taxpayers of West Sussex, made a significant investment in a Mechanical & Biological Treatment facility (MBT) at the Brookhurst Wood site. The new facility provided West Sussex with an additional waste processing capacity of 310,000 tonnes per annum.

Ni4H appreciates there is a pressing need to manage waste. Members of the group have spent many hours reviewing evidence in the public domain to try to understand waste management needs, technologies and viable solutions. They have also examined the West Sussex Waste Plan and Britaniacrest's supporting documents, attended public meetings, and provided representatives to the Residents Liaison Group (RLG) for Britaniacrest since 2015.

Ni4H submitted an objection to WSCC planning department on 31st January 2017. The objection represented our understanding of the relevant policies, guidance, and planning information available at that point, and within the time given.

Ni4H's objection covered three parts:

- 1) The extent to which the development meets the Waste Local plan and the strategic objectives/policies within in it
- 2) A summary of the members overarching objections
- 3) Comments on the documentation submitted by the applicant including shortfalls, errors, inconsistencies, and inaccuracies

Following the initial consultation period, WSCC requested that Britaniacrest submit additional information by the 17th of March 2018. However, this information was only made available to us on 6th June 2018.

In response, this addendum reaffirms our previous concerns, re-assesses the applicant's response to Regulation 22, as well as presenting new information/concerns which have come to light since our original submission. Sections 1-5 need to be considered in their entirety for completeness sake.

Ni4H would also like to highlight the continuing poor public awareness of this proposal in the wider population of Horsham and its surrounding villages. A second public event, which is customary practice for a development of this scale, has not taken place.

Executive Summary

Ni4H maintains the view that this development does not meet the following objectives, policy, and guidance:

Waste Local plan	<ul style="list-style-type: none"> • Strategic Objective 3 • Strategic Objective 4 • Strategic Objective 5 • Strategic Objective 7 • Strategic Objective 8 	<ul style="list-style-type: none"> • Strategic Objective 9 • Strategic Objective 13 • Policy W21 • Strategic Objective 14
Horsham District Planning Framework (2015)	<ul style="list-style-type: none"> • Strategic Policy 1 • Strategic Policy 2 	<ul style="list-style-type: none"> • Policy 24, 25, 32, 33, 40 and 41
National Planning Policy for Waste (2014)	Paragraph 7	
Planning Practice Guidance	Paragraph 47	

Ni4H's objects to the development on the following grounds:

- **THIS APPLICATION IS NOT FOR A 3RS DEVELOPMENT AS BADGED, AND SHOULD BE REFUSED ON THOSE GROUNDS ALONE. NI4H DO NOT RECOGNISE THIS TO BE A RECOVERY BUSINESS, BUT RATHER A DISPOSAL FACILITY AS DEFINED BY THE EU DIRECTIVE 2008/98/EC.**
- There is little or no evidence of demand for any energy produced from the burning of waste included in the application, and no details of the infrastructure needed to make use it. **The proximity principle MUST BE applied**, and the capacity of such a development significantly reduced.
- The waste source proposed extends significantly beyond West Sussex's waste needs and so is contrary to the West Sussex Waste plan.
- Cumulative effects of waste processing on the local area is at odds with the approved expansion to the residential footprint in very close proximity (North Horsham).
- The site is too small for the proposed development, which would result in a negative impact on the immediate surroundings.
- The building's design and size will create a view of intense industrialisation overshadowing and causing long-term damage to the character of Horsham, Warnham, and the local environment. Harmonisation has not been achieved by the applicant. This building is more appropriate for a large conurbation or historic industrialised area rather than a small rural town in such close proximity to the Surrey Hills, South Downs and other AONBs.
- West Sussex's Waste plan aims to protect, and where possible, enhance the health and amenity of residents, businesses and visitors. This cannot be guaranteed if the proposal goes ahead with resultant and cumulative pollution, land contamination, and poor air quality. The applicant has not provided a Human Health Assessment which could provide WSCC with a view of possible impacts.
- Potential impacts of incinerator traffic, sought in advance under planning applications WSCC/018/14/NH and WSCC/021/15/NH have failed to be provided. Sustainable methods of transport are not being used. Noise and air quality assessments have not included the new levels of traffic, but instead the permitted, traffic expected (but not yet experienced).

- **Loss of amenity for residents, including: noise, odour, traffic, and light pollution**
- **Inadequate consultation with Horsham District residents, including input into the design and sharing of the Environmental Statement.**
- **Increased risk of fire and resultant health risks. There is insufficient information on the impact of high proximity/low but constant exposure to environmental contaminants.**

Section 4: Additional information provided by Britaniacrest and made available to consultees on 6th June 2018

4.1 Landscape and Visual Impact Assessment (Chapter 5)

- 4.1.1 Ni4H notes that the stack remains visible at a 20-km radius, or greater area, and incorporates a definite visual impact on the South Downs, Surrey Hills, and High Weald AONBs. Ni4H finds this is unacceptable.
- 4.1.2 The applicant has failed to cover the following as requested under the Regulation 22 Notice:
- Further evidence to clarify their conclusion that the impact on P1: Upper Arun Valley (para 5.7.6) and K2: Faygate and Warnham Vale (para 5.7.5) would be moderate and minor adverse respectively.
 - Consideration of the plume impact from each visual receptor identified by the visual assessment.
 - Assessment of the impact on the Graylands Copse Moated Site (Scheduled Monument). ☐ They have failed to revise:
 - Figure 5.6 with clearly identifiable, legible viewpoints.
 - Figures 5.7 to 5.17 to show the worst-case scenario (including plume visibility) and provide a methodology for the visualisations included in the figures.
- 4.1.3 It is our opinion that none of the photomontages provided by the applicant has incorporated the plume visibility showing the worst-case scenario. We would also like to draw attention to those occasions, both during daylight and night-time when there is a plume of 0-441 metres. The town of Horsham and its surrounding villages WILL be perceived as an industrialised centre which is out of keeping with the current perception of the town/surrounding area and its history. The applicant has not considered alternative locations.
- 4.1.4 In terms of the visual impact data submitted by applicant and Ni4H, we maintain the view that specific parts of Horsham will be significantly impacted by the sheer size of the re-designed building and the stack. Warnham village will have clear views of the site - mainly in open areas/ gardens as opposed to the view presented by the applicant of the church (which blocks these views and therefore provides unrepresentative evidence). The area around the A264 between Rusper and the

Great Daux roundabout, the approach to the Great Daux roundabout, the A24 and specifically Kingsfold and Rusper will also be impacted, with unobstructed views of the development. Parts of Langhurst Wood Road, Station Road and Mercer Road will have significant views of the tallest part of the building/ stack. The photomontages produced by Ni4H (MA, BSc (Hons), BArch MA) still stand, with some minor adjustments for the minimal 5 metre reduction in one part of the buildings. We request that you remind yourself of some of these views compared to those produced by the applicant. Due to time constraints, we have been unable to update our photomontages, however, it should be noted that a 5-metre reduction has negligible impact.

4.2 Archaeology and Cultural Heritage Assessment (Chapter 9)

- 4.2.1 The applicant has provided some photomontages during the Springtime when existing trees/hedgerows are at their best in terms of coverage and screening. They note that the moated site, almost adjacent to the Britaniacrest location, is barely visible, which is evidenced in their photographs. This site is currently unmanaged, but it should not be assumed that it will remain so. If there is a decision to make more of the significance of this site - carefully managing the vegetation around the it/improving access as part of the North Horsham development, - then the impact of the incinerator will be much more significant.
- 4.2.2 Ni4H notes that the stack will draw the eye in viewpoints 1, 3, 4 and 5, and to a lesser extent in 2. We vehemently disagree with the developer on this point. Also, the roof line and top of the building remains tall enough to be visible. During the winter months, when leaves and hedgerows become bare, the visual impact will be perceived to be greater and more intrusive to those visiting the area. The North Horsham development is expected to provide a greater level of access to this site going forward. The balance of industrial compared to semi-rural/residential land use will be at odds with an out-of-place, massive stack with visible emissions and a bulky, ugly, industrial-looking building.
- 4.2.3 We remain of the view that the visual impact, where it is at its least, is wholly reliant on the established vegetation remaining as is. However, this is not in the control of the applicant and should be borne in mind. Now that the North Horsham development has been permitted, there will be more pressure for the surrounding area to become ripe for new development proposals which may see the removal of this natural cover.
- 4.2.4 For those viewpoints where no photomontages have been developed, we cannot agree with the unevidenced statements that the stack and building will NOT be visible during the summer months. This should be evidenced. However, although not stated by the applicant, there should be an assumption that in winter the stack and building WILL be visible. Where the stack IS visible (with red lighting which is not shown on any photomontages in addition to plume), we do not agree with the applicant that this

will not be prominent. The applicant makes the argument that the moated site is not visually prominent and therefore the eye is not drawn to the stack. We do not think this makes sense, as the eye will be drawn to the most prominent feature in view which will be the stack in all views evidenced, and the building top in others which will be incongruous with the rural setting.

- 4.2.5 We note there is absolutely no reference to the night-time views from the building lighting and any stack lighting in the applicant's assessment. It should also be noted that the recently developed Graylands residential properties will be impacted significantly by the view of the stack and building top.
- 4.2.6 We note there is insufficient detail on how the stack will be designed. Therefore, the photomontages are also inaccurate on this point. If they are cable-tied, for example, this will add to the intrusion (and noise).
- 4.2.7 We do not believe that there is any evidence to support the applicant's conclusion that the impact on other heritage assets in the vicinity (e.g. Listed Buildings and the Warnham Conservation Area - approximately 1.5 km to the south west) are not significant and would not require mitigation as requested in the Regulation 22 Notice.

4.3 Noise Assessment (Chapter 8)

- 4.3.1 The applicant notes in paragraph 1.10 that ambient noise levels already exceed the criteria in BS 8233:2014 at residential properties during the night-time with windows open. Residents do not accept the argument that it is acceptable to add further to this loss of amenity, i.e. as it's broken already so to break/abuse it more is acceptable. More should be done to ensure there is NO more development which will increase this impact, the applicant should instead consider ways to improve it. At present, there are only a small number of properties directly impacted, but now that North Horsham's Liberty development for 2,750 households has been approved, the impact on residents trying to sleep with windows open for significant periods of the year, is much greater, and should not be permitted. This area is fundamentally semi-rural with residents expecting a high-quality of low ambient noise both in the evenings and weekends. An incinerator is a 24-hour operation.
- 4.3.2 In paragraph 1.4 the applicant notes that the detailed design and the suppliers of the prime movers that generate much of the noise are not known. To permit planning permission without a proper assessment of the noise would be irresponsible and will put the large number of residents in the immediate area, including in North Horsham, at an absolute disadvantage.
- 4.3.3 It is recognised through many health studies that there are various psychological effects of noise pollution, such as the noise predicted by the applicant:
 - Depression and fatigue, which considerably reduces the efficiency of a person.
 - Insomnia as a result of lack of undisturbed and refreshing sleep.
 - Straining of the senses and annoyance as a result of slow but persistent noise.

- Difficulty with concentration, disturbance of rest, physical and mental fatigue. Low frequency noise affects the higher centre of brain and causes an alternation in the normal sleep pattern and prevents sound sleep.
- Noise, which is an annoyance also causes irritation, dissatisfaction, disinterest, and affects work performance. Noise has been reported both to improve and to decrease work efficiency, depending on its intensity, duration and frequency distribution etc.

4.3.4 It is Ni4H's view that the applicant has not been able to provide a complete view of the noise impact, because of the lack of detailed planning as noted by themselves. Their argument that aspects are already exceeding good practice is highly flawed.

4.3.5 Additional to the Regulation 22 areas for the developer to respond to, WSCC asked the applicant to provide full details of noise and traffic assessments in relation to the existing site operation - primarily because the difference in permitted traffic and the actual traffic from Britaniacrest Recycling Ltd is vastly different. We do not believe this has been met as no additional information or response has been found for the initial submission.

4.4 Air Quality and Odour Assessment (Chapter 7)

4.4.1 The information provided by the developer on the air quality does not appear to incorporate the impact of the vehicle movements associated with operating the incinerator and focuses only on the stack emissions. The largest amount of pollution from such an operation will be the diesel engine vehicles bringing waste in and out, and delivering the materials to and from site to operate. Ni4H highlighted that although the applicant has requested permission for the vehicle movements for their transfer and recycling operation, they have failed to meet that level of operation at this site. The background levels are therefore not accurate as they do not incorporate the full diesel vehicle-related pollution levels. The applicant should be able to describe the complete level of pollution that its business operations would result in so that it can be compared with not having the operation at all, i.e. no vehicle movement associated with 230,000 tonnes of waste being brought to the site, and additionally to put it into context with the EU limits.

4.4.2 Ni4H would also like to draw attention to paragraph 1.13 where the applicant suggests the "maximum annual-mean NO₂ concentration across the grid exceeds 1% of the relevant EAL". This needs further clarification for those residents impacted from a health perspective. Additionally, Table 3 and para 1.24 notes that for Mercury, the total PEC deposition as % of EAL would be 154.2%. Ni4H does not agree with the argument the developer makes that as the background concentration is 140.3%, an additional 13.9% makes no more of an impact on what is already a failure in meeting the EAL limits for Mercury.

4.4.3 Ni4H would like the planning committee to note, if this application were to be permitted, they would be in effect agreeing that the impact of Mercury to human

health was acceptable despite scientific research stating otherwise, and guideline limits being exceeded already. The trend seen is that as techniques get better in undertaking analysis of pollutants and their impact on the environment, humans and animals, it is showing that what should be deemed acceptable is much lower than the limits established (EAL) today. Additionally, Mercury stores in the body for the lifetime of women and is transferred to any foetuses. Low constant levels of exposure present a specific risk to those most vulnerable in our society. A helpful article can be found at: http://www.env-health.org/IMG/pdf/mercury_chapter1.pdf.

- 4.4.4 Ni4H does not think it is acceptable for the WSCC to approve an activity which would add to Mercury pollution which already exceeds acceptable levels and which is likely to have yet unknown harm to the health of the local (rapidly expanding) residential population. Mercury has been found to be attributable to the following developmental and more general health impacts:

- Nervous system – developmental delays, impaired vision and hearing, motor function, brain function, IQ
- Cardiovascular system – High blood pressure, altered heart rate, increase heart attack risk
- Effects on the immune and reproductive systems, liver and kidneys

4.5 Flood Risk Assessment and Drainage (Chapter 10)

- 4.5.1 We consider that the applicant has not provided clarification regarding whether the use of 'Pond B' is acceptable and feasible as requested.
- 4.5.2 We note the maintenance requirements within the drainage documentation, but suggest there is no additional information about the areas identified previously as the habitat of the Great Crested Newts. It is not clear what efforts will be taken to ensure that any pollution or drainage impacts do not undermine this precious habitat to support this protected species.
- 4.5.3 We would like to highlight that the applicant is planning to discharge its waste water into Baldings Brook. At present, and during adverse weather conditions, the carriageway, at Station Road, floods which puts the residents of Station Road at risk. There is concerns that the change in discharge to Baldings Brook will increase the risk further and note no mitigations have been explored. This needs to be rectified.

4.6 Design and Scale (Chapter 4)

- 4.6.1 Ni4H remains of the view that the applicant has not provided alternative options for the design and scale of the incinerator through other technologies, such as gasification or pyrolysis. The campaigners have undertaken research and there is a large variation of designs and footprints of incinerators because of the decisions made by the developers of such schemes. The new incinerator being constructed at

South London, for example, is for a capacity of 300,000 tonnes per annum, and is similar in size to this incinerator for 180,000 tonnes per annum. Why?

- 4.6.2 There are also examples of smaller building designs: Dundee will be only 36.75 m at the tallest part of the building with a stack of 90 m for a capacity of 130,000 tonnes per annum. Miller Hill has a similar height building, with a 75-m stack for 195,000 tpa capacity. For the very contentious Newhaven incinerator, the developer was given a maximum height constraint to work within. This has resulted in an innovative design and approach being taken with the building sunk 20 m underground. The resulting building is in the region of 30 m above ground with 2 stacks of 65m (moving-grate technology similar to this proposal with a capacity of 210,000 tpa). In West Sussex, the newly permitted Ford incinerator is a gasification type incinerating 140,000 tpa, which has been developed with a 22-m high building and two 50 m stacks.
- 4.6.3 Ni4H believes that the developer can still improve on the design/scale of the building, which will mitigate the concerns raised specifically to visual impacts only. The applicant has provided no mitigation to the stack size/no discussion of options for the stack which is the main offending/intrusive impact. Additionally, the applicant has not explained what the correlation is between the size/bulk of the building to the incineration capacity. In our view, there is insufficient information for decision makers to know if the developer could/should do more to mitigate the impacts opposed by locals, Horsham District Council and other consultees. We request that it is noted that other providers have developed alternative designs for incinerators which go some way to mitigate the visual impact perceived to fit better into the locale. However, any mitigation of visual impact is only one of many aspects of this objection which needs to be addressed.
- 4.6.4 We believe that the applicant has not met the request by the Regulation 22 Notice to provide the context of the building in situ, i.e. how it will look against the two existing businesses in operation on the site. This view, in our opinion, would show how out of scale this proposal will be in comparison to existing industrial operations, and how it will present a more industrial view within the area than what is currently present or has historically existed on this site.
- 4.6.5 It should be noted that Horsham is not in the same realms as Dundee or Wilton (near Middlesbrough) which are large conurbations with an industrial past. Horsham is a town of 49,000 residents with a market-based history. Its industrial base was the brickworks, not gigantic power stations bellowing out plumes of gases. Any such industrial development needs to remain in keeping with the location.
- 4.6.6 The WSCC note of February asked the applicant to clarify its statement that the design is based upon the 'surrounding landscape context' by describing how the context is reflected in the building. It is our view this remains a gap. The community engagement has failed to enable residents to feed into the design concept in any meaningful way. Views taken from many of the 55 residents who were aware of and attended the public exhibition run by the applicant were not routinely asked about the colour choices. They were certainly never exposed to the options described in the additional information presented by the applicant in response to the Regulation 22

Notice. The applicant does not allude to whole scale public consultation, and it should be recognised this has been minimal and not meaningful. This is suggestive of a developer who has shown and been perceived to have a high level of disregard to the opinions of the community within which it plans to operate. This perceived disregard has additionally played out in a lack of dedicated community-focused meetings held by the applicant.

4.7 Trees and vegetation

- 4.7.1 The February letter from WSCC asked the applicant to provide more detail in relation to the point in paragraph 3.4.5 of the Non-Technical Summary which states that “the existing soft landscaping on the site will be significantly enhanced within the new proposal...”. However, the proposed site plan shows a very constrained site and opportunities for enhancement appear to be limited. The applicant has failed to clarify, as requested, how ‘significant enhancement’ would be achieved.

Section 5: Additional Information to be considered as part of Ni4H Objection.

5.1 Energy from Waste/ “waste recovery” vs. disposal and its position on the Waste Hierarchy

- 5.1.1 The classification of this development proposal can only be done so by referring back to the EU Directive 2008/98/EC, the Waste Framework Directive. This Directive sets out the basic concepts and definitions related to waste management, such as definitions of waste, recycling and recovery. It explains when waste ceases to be waste and becomes a secondary raw material (so called end-of-waste criteria), and how to distinguish between waste and by-products.
- 5.1.2 From the “Guidelines on the interpretation of the R1 Energy Efficiency formula for incineration facilities dedicated to the processing of municipal solid waste according to Annex II of Directive 2008/98/EC on Waste¹” (European Commission) we note the following:

*“The Directive allows municipal waste incinerators **to be classified as recovery operations provided they contribute to the generation of energy with high efficiency** to promote the use of waste to produce energy in energy efficient municipal waste incinerators and encourage innovation in waste incineration. In this context, it is important to note that “recovery” means any operation the principal result of which is waste serving a useful purpose by replacing other materials which would otherwise have been used to fulfil a particular function, or waste being prepared to fulfil that function, in the plant or in the wider economy (Art 3 (15) of the WFD). The non-exhaustive list of recovery operations presented in Annex II of the WFD defines R1 as a recovery operation which is understood as “Use principally as a fuel or other means to generate energy”. It is clarified in footnote (8) that this includes incineration facilities dedicated to the processing of municipal solid waste (MSW) only where their energy efficiency is equal to or above:*

- *0.60 for installations in operation and permitted in accordance with applicable Community legislation before 1 January 2009,*
- *0.65 for installations permitted after 31 December 2008 “*

¹ Retrieved from <http://ec.europa.eu/environment/waste/framework/pdf/guidance.pdf>

- 5.1.3 We note that the proposal fails to demonstrate it meets the definition under R1 for the installation to be defined as a Recovery operation as we calculate the resultant energy to be around 25% and unlikely to achieve the 65% needed under the 2008 Directive. Although the applicant estimates it could produce 21 MW of electricity for the National Grid, it fails to demonstrate a demand for heat from either the industrial or residential population.
- 5.1.4 If the proposal is not recovery, it cannot be defined as a Recycling, Recovery and Renewable Energy development as this is misleading to the public. It is a recycling (Britaniacrest Recycling Limited) and burning of waste operation (new operator to be announced). The latter of which is defined under the same Directive as "disposal of waste by incineration on land" under D10-Annex I (1). It is our view that the Directive states that any disposal of waste must be subject to the proximity principle in the way a recovery operation does not have to be.
- 5.1.5 In support of our view further, we note from the Capel High Court Judgement (Case number CO/5684/2008 & 0510/2009 resided by Mr Justice Collins hearing Capel Parish Council vs Surrey County Council in relation to a very similar proposal for an incinerator which failed to meet the R1 criteria to be defined as "recovery"/Energy from Waste) that sections 39-41 are just as relevant to this application. The judgement notes, that similarly, the plans for a recovery operation was actually disposal in nature as a result of the R1 criteria not being met, and that Surrey County Council failed to apply the proximity principle and seek to ensure that waste would be disposed of at the nearest local installation. It cannot be argued that waste from the southern counties should be DISPOSED of "locally" in Horsham. Unless, the applicant can evidence that it can meet the R1 criteria and sufficiently recover energy from the burning waste, it should be REFUSED outright as it does not meet the description of what it intends, i.e. to "recover" waste. If the applicant wishes to resubmit an application for an incinerator/disposal of waste facility using thermal treatment, it will need to comply with the proximity principle and be sized according to the needs of West Sussex.
- 5.1.6 Our points under section 1 of our original objection, relating to the origins of the waste, therefore must be given greater emphasis. It is indefensible under the Directive, and the UK's adoption of this Directive in its domestic waste legislation, to import/transport waste over long distances to dispose of it when by doing so there is an impact to the environment and human health. As previously stated, this contravenes West Sussex's own policy as set out in its Waste Plan.
- 5.1.7 The other relevant aspect to whether this development proposal fails to meet the criteria for recovery rather than disposal of waste by incineration, is the waste hierarchy. Disposal is the least environmentally effective way of dealing with waste, marginally better than landfill. The applicant, by incorrectly suggesting this development is "recovery", is seeking to suggest its waste treatment is higher up the waste hierarchy, which they fail to evidence by being unable to demonstrate it meets the R1 criteria.

5.2 Potential electrical cogeneration to the National Grid

5.2.1 Although there is a confident statement and forecast for electricity which might be produced from the incineration of waste, the applicant fails to provide any detail of the infrastructure required to make use of that electricity. We note in a pre-planning letter dated 20.12.15 from Michael Elkinton that the technical details should have been provided as part of the planning application, but they have not been submitted. We would seek answers to the following:

- Confirmation that there is agreement in principle that UK Power will provide demand of 18-20 MW continuously
- The details of the agreed voltage level to be generated, and the method of transmission, i.e. overhead lines, buried cables etc.
- Given that 18 MW represents about 30% of the Horsham area standing load, the agreed physical location where this demand will be provided by the grid.
- The intended route of the transmission method under point 2 above if the connection is remote, the intended route between the on-site substation and the locations under point 3 above.
- As requested on 20/12/15, which party will design the route under point 4 above and if further planning applications or wayleave requests are anticipated by either party.

5.3 Carbon Assessment

5.3.1 We note that the applicant has failed to provide supporting calculations setting out the carbon effects of start-up fuel and imported energy, or the use of generated energy from the plant. It also contains some inaccuracies, we believe:

- In its papers on the "Valuation of Energy Use and Green House gases", the Dept. for Business, Energy and Industrial Strategy notes in Table 1 that the correct figure for the emissions avoided by production of electricity at the proposed incinerator would be 0.289 kg CO₂e/kWh for the current year (2017) and not 0.412015 as noted by the applicant. It should also be noted that this value reduces year on year. The Marginal Emission Factor for the first year will dictate the carbon performance of the incinerator (EfW, if it is such a development), at the point its demand for alternative electricity sources begins to reduce.
- The Assessment does not take into account the extent to which biogenic carbon is locked in at landfill. DEFRA's 'Energy recovery for residual waste - A carbon based modelling approach²' sets out guidelines. This should be offset against the methane emissions arising from landfill.

² http://randd.defra.gov.uk/Document.aspx?Document=11918_WR1910Energyrecoveryforresidualwaste-Acarbonbasedmodellingapproach.pdf

- 5.3.2 We are also of the view that over 50% of the CO₂ emitted as a result of incineration would not be decomposable, and therefore remains locked in the landfill. This has not been considered as a like-for-like comparison from the so-called energy from waste facility/disposal and landfill.
- 5.3.3 The failure of a correct comparison and calculation of the relative benefits of disposal or EfW methods against landfill is misleading. Its effect, we believe, is to overstate the so-called environmental benefits and should be clarified further.

5.4 Impact of Wake Vortices on the dispersal of pollutants in the local vicinity of the proposed incinerator

- 5.4.1 The impact of aircraft movement on the dispersal of pollutants/plume behaviour has not been adequately assessed.
- 5.4.2 Specifically, in the case of (Capel_Incinerator_Fact_Sheet)³ incinerator, there was no consideration of the impact of wake vortices which would result in driving the dangerous emissions back down to ground level and thus undoing the primary purpose of the excessively tall chimney stack/emission treatment technologies. Consideration of the consequences of wake vortices should also consider future changes to flight paths, increases in aircraft traffic and potential changes in government policy in expanding Gatwick Airport.

5.5 Additional information expected but not included in the application

- 5.5.1 We would like to highlight two key missing reports from this document set. For the incineration applications for Dundee ERF and Miller Hill RERC the applicants were requested to provide a Human Health Assessment and a Heat Export Infrastructure report/Electrical Infrastructure report. As the proposed development will be near arable farming/housing of other animals, such as horses, there should also be a consideration of impact on the food chain and on the welfare/ health of those animals.
- 5.5.2 The applicant has failed to clarify the basis on which a net overall energy efficiency is implied. The applicant should be asked to make available i) an Energy flow sankey diagram and ii) a heat flow diagram.

³ Retrieved from http://www.molevalley.gov.uk/media/pdf/o/c/Capel_Incinerator_Fact_sheet.pdf

Objection to Planning Application

WSCC/015/18/NH –Britaniacrest Recycling Ltd

from Ni4H (No incinerator 4 Horsham) XX April 2018

Introduction

No incinerator for Horsham (Ni4H) is a voluntary group formed by local residents to raise awareness and campaign against the proposal for a large-scale incinerator in Horsham District.

Ni4H takes over from a previous campaign group called HALT in Horsham which successfully fought a proposal for an incinerator in the early 2000s. As a result, West Sussex County Council (WSCC), and the taxpayers of West Sussex, made a significant investment in a Mechanical & Biological Treatment facility (MBT) at the Brookhurst Wood site, next to the existing landfill which was due to close. The new facility provided West Sussex with an additional waste processing capacity of 310,000 tonnes per annum.

Ni4H appreciates there is a pressing need to manage waste. Members of the group have spent many hours reviewing evidence in the public domain to try to understand waste management needs, technologies and possible solutions. They have also examined the West Sussex Waste plan and Britaniacrest's supporting documents, attended public meetings, and provided representatives to the Residents Liaison Group (RLG) for Britaniacrest since 2015.

Responses to the proposal represent our understanding of the relevant policies, guidance, and planning information. We would like to highlight that lack of information pre-planning and the continued poor engagement across Horsham District to those individuals who will become most impacted by such a significant development which will alter the face of the town and surrounding areas for generations to come.

Ni4H's objection is in two parts with an accompanying Executive Summary:

- 1) The extent to which the development meets the planning policies of the West Sussex Local Plan, Horsham District Planning Framework, National Planning Policy Frameworks and National Planning Policy for Waste and the strategic objectives/policies within.
- 2) Other issues of application
- 3) A summary of the members overarching objections

Ni4H objected to the previous application made under WSCC/062/16/NH. Although the applicant has made some small changes to the design of the building and added more information it still remains of the view that nothing material has changed in respect of the reasons to which it objected initially. The WSCC planners note dated 18 July 2017 to the Planning Committee recommended that the application is refused on the grounds of:

- Poor quality design and the scale, mass and height of the proposed facility including the height of the stack

- Unacceptable and significant adverse impacts on the wider landscape including the AONBs, character of area, heritage assets and visual amenity of residents (current and future)
- Contrary to Policies W11, W12, W13 and W15 of West Sussex Waste Local Plan (2014), Policies SD 7, 25, 26, 30, 32, 33 and 34 of Horsham District Planning Framework (2015); and paras 17, 56, 57, 60-67, 115, 129, 134 and 135 of the National Planning Policy Framework (2012)
- Failure to demonstrate that the noise would not have a significant adverse impact on residents and therefore contrary to Policies W10 and W19 of the West Sussex Waste Local Plan; policy 24 of the Horsham District Planning Framework (2015) and paragraph 123 of the National Planning Framework (2012)

We believe the applicant has not overcome the above; with the latter being unclear as to how they may have addressed a doubling of the background noise noted in the first application to a small increase in noise mainly at Station Road. We remain of the view that the same recommendation is made and request our following views are put forward to the planning committee in due course.

Executive Summary

Ni4H argues that this development continues to not meet the following objectives, policy, and guidance:

West Sussex Waste Local Plan (2014)	<ul style="list-style-type: none"> • Strategic Objectives 5,7, 8,9,10,13 and 14. • Policy W11 Character • Policy W12 High Quality Developments • Policy W13 Protected Landscapes 	<ul style="list-style-type: none"> • Policy W15 Historic Environment • Policy W19 Public Health and Amenity and • Policy W21 Cumulative Impact
Horsham District Planning Framework (2015)	<ul style="list-style-type: none"> • Strategic Policy 1 &2 • Policy 24 (Environmental Protection) • Policy 25 (Natural Environment and landscape character) • Policy 26 (Countryside protection) • Policy 30 (Protected landscapes) 	<ul style="list-style-type: none"> • Policy 32 (Quality of New Development) • Policy 33 (Development Principles) • Policy 34 (Cultural and Heritage Assets) • Policy 40 (Sustainable Transport) • Policy 41 (Parking)
National Planning Policy Framework (2012)	Paras. 17, 56, 57 66-67, 115, 125, 129 134 and 135	
National Planning Policy for Waste (2014)	Paragraph 7	
Planning Practice Guidance	Paragraph 47	

See [Section 1](#) for details.

Ni4H's objects to the development on the following grounds:

- The applicant has failed to evidence it can meet the EU Directive definition of a 3Rs development; Ni4H consider this to be a disposal rather than recovery plant and therefore the proximity principle needs to be applied.
- The site is too small for the development proposed. The proposed buildings are significantly sized in terms of height and bulk making them not only visible from outside the site itself but also a considerable distance away.
- The building design, size and location will create a view of intense industrialisation overshadowing and causing long-term damage to the character of Horsham and Warnham and the local environment. Harmonisation has not been achieved within the area.
- The visual impact is understated by the applicant's papers. It is not a high-quality development and will not protect or enhance the landscape and townscape character of West Sussex.
- The waste source extends significantly beyond West Sussex's waste needs and so is contrary to the West Sussex Waste plan. (Also relevant for point 1 above)
- West Sussex's Waste plan aims to protect, and where possible, enhance the health and amenity of residents, businesses and visitors. This cannot be guaranteed if the proposal goes ahead with resultant and cumulative pollution, land contamination, and reduction of air quality. The applicant has not provided adequate evidence to support no impact to human health. We are also of a view that the Carbon Assessment is flawed.
- Potential impacts of incinerator traffic, sought in advance under planning applications WSCC/018/14/NH and WSCC/021/15/NH- this level of traffic has not yet been achieved so any data used in the application is not accurate. The changes now approved as part of North

Horsham has not been taken into account- of most note the changes to access to Langhurst Wood Road. Sustainable methods of transport are not being used. Waste will be travelling greater distances and therefore not sustainable over the 25-30-year period.

- Cumulative effects of waste processing have not been assessed on the local area and how this is at odds with the need to expand the residential footprint in very close proximity.
- Loss of amenity for residents, including: noise, odour, traffic, light pollution.
- Inadequate public consultation of Horsham District residents, including input into the design and sharing of the Environmental Statement. For such a large impactful development such as this, greater promotion/ exhibition space and timing of such should have been reflective of the population affected. The 2 exhibitions were poorly promoted with insufficient notice and only commensurate to a very small localised area affected.
- Limited benefit of the energy (heat and electricity) developed as a by-product of the incineration process.
- Increased risk of fire and resultant health risks

See [Section 3](#) for details.

Section 1: West Sussex Waste Local Plan 2014 - its strategic objectives and other planning considerations

1.1 Strategic Objective 5: to make provision for new transfer, recycling and treatment facilities as close as possible to where the waste arises.

- 1.1.1 Although the site meets the objective to develop new facilities, alternative sites meet a large proportion of the waste provision needed for C&I in West Sussex.

If planning for this facility is granted, the source of waste would not be predominantly locally nor county sourced in its totality. This is not sustainable as it poses environmental concerns in relation to HGV journeys needed to “feed” the incinerator over a 25-year period (or longer).

- 1.1.2 Permitting privately-owned waste recovery plants does not mean that West Sussex will be able to secure the capacity for West Sussex waste streams.

The operating model described by Britaniacrest will make use of its existing customer base and other transfer businesses to feed the incinerator. The incinerator will be built and operated by another company. We do not know if this arrangement will allow other waste suppliers to enter into commercial arrangements with the incinerator operator.

If we assume Britaniacrest is the sole supplier, it will be difficult for WSCC to constrain the development to only process waste derived from West Sussex. Many transfer stations could receive waste from different sources. If they then transport waste on to this site, the waste could be travelling significant distances and as a result make very little impact on West Sussex’s strategy to be net self-sufficient.

Any constraint on the movement of waste, if applied, would be difficult to enforce and monitor with existing resources at WSCC. We are also led to believe a recent court case allows commercial waste companies to define their own business operations unconstrained by county boundaries.

- 1.1.3 Paragraph 2.11.3 of the Waste Plan notes that waste management should be “in keeping with the principle of net self-sufficiency, no provision is made to meet the needs of adjoining authorities elsewhere in the region or the UK”.

Paragraph 6.2.7 states “...it is not considered appropriate to make the provision for the continued disposal of waste from outside West Sussex”.

It should therefore by extension be assumed that waste processing from imported sources should not be continued unless it makes sense to do so. Although West Sussex has previously, and continues to import waste, the Waste Plan notes this is unsustainable if it is to meet the zero to landfill objective. Other authorities should be working to meet that goal within their own boundaries

- 1.1.4 Paragraph 6.2.4 of the Waste Plan notes that “limited cross border waste movements would need to be justified on their merits”.

For this development, the 230,000 tonnes of incoming waste will be sourced from the Southern Counties, including Hampshire, Kent, Surrey, East Sussex and London, through Britaniacrest's existing operation. Waste could be sourced from up to a 40-mile radius of the site. On their [website](#)¹, Britaniacrest state that their customer base could be as far as 100 miles away.

If the permission is granted, then cross-border waste movements will almost definitely occur. It is not clear what the case for these cross-border movements are, and how far this development will help West Sussex meet its net self-sufficiency requirement. The justification for doing so has not been adequately made in line with the requirement set out in the Waste Plan.

- 1.1.5 In a 2013 planning application for the Britaniacrest's main site in Horley, they note their customer base is predominantly South London, with waste also coming in from Surrey, West Sussex (Crawley and South Coast), East Sussex, Kent and Hampshire. However, many of these counties have permitted their own incinerators, and other waste processing plants. This casts doubt on the long-term future of these sources of the waste.

If these counties find their own waste solutions, in the same way as West Sussex is, then it is wholly possible waste will be sourced from a much greater distance or worse still, take waste streams which could be met through greener approaches in the waste hierarchy, such as recycling, composting etc. It is also noted this application now includes household waste streams; the concern is this could undermine the MBT already funded by taxpayers and undermine the high level of recycling achieved in the county.

This operation is a 25/30-year commitment to find 180,000 tonnes of waste to burn and up to 50,000tpa to recycle. WSCC should consider this point carefully. WSCC have invested heavily in the MBT and recycling initiatives to reach a high level. The applicant's private business should not be allowed to put that at risk by developing a capacity which is inappropriate for the location.

- 1.1.6 It is also noted that for application WSCC/062/16/NH, Surrey County Council responded that it does not have sufficient waste management facilities and so it is reliant on making use of neighbouring facilities. It stated: -

"... In view of the proximity of the application site to the county boundary with Surrey, the catchment area for the proposed development will include a significant area of Surrey".

This reinforces the likelihood of cross-boundary waste transfer but also of the distance waste will likely travel to be burnt posing an increased pressure on the local road network on roads such as the A24, but also reducing the level of sustainability/ carbon assessment benefits as a result of HGV diesel engine journeys being made.

1.2 Strategic objective 7: to maximise the use of rail and water transport for the movement of waste to minimise lorry movements and the use of local roads for the movement of waste.

1.2.1 Policy W18 from the Waste Plan states "Proposals for waste development will be permitted provided that:

1.2.1.1 (a) where practicable and viable, the proposal makes use of rail or water for the transportation of materials to and from the site;

1.2.1.2 **The applicant is not making use of rail as a more sustainable transport method for the waste. This is despite the site being located adjacent to the rail line at Warnham, which connects into the main Horsham line servicing much of West Sussex.**

1.2.1.3 (b) transport links are adequate to serve the development or can be improved to an appropriate standard without an unacceptable impact on amenity, character, or the environment.

During the early 2000s, WSCC and HDC recognised that the road infrastructure this business intends to use for transporting waste is inadequate and requires significant investment/development. It is hoped Liberty's North Horsham development will address this; although the project has received outline planning approval, the detail of the changes which will be funded by the project cannot be assumed to be met. At the present time, the investment into a revised Langhurst Wood Road entry point from the A264 will be via a new local set of roads through the new North Horsham housing area which also has a provision for a primary school. It clearly is madness to have the hundreds of lorries driving pass these houses/ school, and then trying to navigate around a new roundabout at Mercer Road. It is our view that if such a development is permitted, the applicant should have a condition placed on them to invest in an alternative access route into site for all waste traffic to the incinerator and MBT.

1.2.1.4 (c) where the need for road transport can be demonstrated:

1.2.1.5 ii) vehicle movements associated with the development will not have an unacceptable impact on the capacity of the highway network.

1.2.1.6 **Vehicle movements are planned to come from 40 miles or more which will impact on roads further afield, including the A24, A23/M23 and roads in adjoining counties not yet understood, such as M6, M25, M20, M27 and A3M. The 2013 Traffic Assessment fails to address and note that data submitted by the developer in previous applications is different to that submitted under this (namely WSCC/018/14/NH and WSCC/021/15/). We cannot see how WSCC can determine whether the application complies with this objective on this point. The data is also 5 years out of date and is not reflective of actuals; the applicant has also not reached the level of traffic it has permitted through its waste transfer business- so this will be an actual loss of amenity to residents once operational.**

1.2.1.7 iii) there is safe and adequate means of access to the highway network and vehicle movements associated with the development will not have an adverse impact on the safety of all road users

1.2.1.8 Access to Langhurst Wood Road from the A264 is deemed inadequate and hence the inclusion of a provision for the improvements in the Liberty North Horsham development.

The applicant also states Langhurst Wood Road is not suitable for pedestrians and cyclists because of the permitted traffic/inadequate provisions for pathways/cycle lanes and a 40mph speed limit. The recent planning permissions WSCC/018/14/NH and WSCC/021/15/NH will add to this (as previously stated, these levels have not been reached, nor even close as of 2018).

There is demand for Horsham and Warnham residents to walk and cycle on Langhurst Wood Road, including:

- Commuters using Warnham station
- Graylands workers
- Residents visiting neighbours and attending animals in adjacent fields
- Cycling and running groups
- Residents accessing Warnham's school facilities/church/public house etc.

The traffic incident report is misleading. It is very fortunate that an accident has not happened. There are often near-misses and considerable risk to this ignored/disregarded group of road users.

The recent request to reduce the speed limit on Langhurst Wood Road was declined despite both residents and businesses requesting this action.

Residents, and it seems the applicant, feel it is safer to use a vehicle rather than walk/cycle on Langhurst Wood Road. It cannot be appropriate for WSCC to determine this point has been met by the applicant when they are in fact making the known deficiencies worse. This is surely not sustainable.

1.2.2 Paragraph 8.9.6 of the Waste Plan states that "transport assessments should address the achievement of safe and convenient access by all modes of transport, including the encouragement and enabling of an increase in walking, cycling, and the use of passenger transport, and the minimisation of the number and impact of motorised journeys. The impact on all road users including pedestrians, cyclists, and equestrians should also be satisfactorily addressed, including, users of rights of way that may cross the highway and where possible, the provision of safe off-road routes for vulnerable users."

The applicant notes but does not address the inability to walk or cycle safely using Langhurst Wood Road. The reports also suggest there is limited demand for such users and fails to provide evidence of such. Additionally, if the new Parkway station is not built or built much later than the houses of North Horsham, the use of Warnham as a means to commute into London will increase with Horsham expanding as a result of its popularity as a commuter town. This future need has been overlooked.

1.3 Strategic objective 8: to protect and, where possible, enhance the special landscape and townscape character of West Sussex

1.3.1 Para 8.2.3 from the Waste Plan states "The scale, appearance, and level of activity of waste development can mean that there is likely to be an adverse impact on the character of the County. It is important, therefore, that such impacts are kept to an acceptable level." Para 8.2.4 says "In the case of major facilities, it may be necessary for a landscape assessment to be undertaken. Particular attention should be given to the design of facilities to safeguard character and the need for techniques of mitigation to minimise the potential impact of proposals"

1.3.2 Policy W12 covers High Quality Developments and sets out that "proposals for waste development will be permitted provided that they are of high quality and, where appropriate, the scale, form, and design (including landscaping) take into account the need to:"

1.3.2.1 a) integrate with and, where possible, enhance adjoining land-uses and minimise potential conflicts between land-uses and activities;

1.3.2.2 **The sheer size of the development planned will overshadow and intimidate the two adjacent businesses of Wienerberger and the MBT.**

The tallest structure on the Wienerberger site is their scrubber which is 26 metres tall. Their main building is at the tallest point only 10 metres (information provided by Wienerberger). The MBT is of a similar scale. Also, the size of the proposed development means there will only be a very small amount of space between the applicant and the MBT.

The current site is visually small-scale industrial but with this new development it will become a large-scale industrial site. This is out of keeping with the businesses in and around Langhurst Wood Road.

The applicant is suggesting a mitigation of the new plant through a landscaping plan of planting trees and wild grassland. It should be noted that firstly, the planting would take 10-15 years or more to become effective screening. We remain unconvinced that there is sufficient space around the building for such planting of trees species. With lorries travelling along the area of proposed planting, it is highly likely that the trees will need to be actively managed to not pose a problem to the lorries, and therefore reduce the screening effect.

In contrast to the site, the surrounding area is ancient woodland and fields used for grazing sheep and horses. 36 private properties with Grade 1 or 2 listing are within 1.5km of the site. Also, of note are the Grade 2 listed park and gardens of Warnham Court within 1km, and the conservation area of Warnham village within 1.5km.

We are therefore of the view that the Landscape assessment that this is of “low/medium” change on the site is flawed, as the plant will become the most dominant building in the landscape. A similar effect will occur in adjoining areas.

1.3.2.3 b) have regard to the local context including: (i) the varied traditions and character of the different parts of West Sussex; (ii) the characteristics of the site in terms of topography, and natural and man-made features; (iii) the topography, landscape, townscape, streetscape and skyline of the surrounding area; (iv) views into and out of the site; and (v) the use of materials and building styles

1.3.2.4 The skyline has not been considered when designing a building which is taller than any local landmark, such as St Mary’s Church in Horsham, with the stack being taller than anything in Horsham.

The size of the site has meant a horizontal boiler design, which would have resulted in a less intrusive building design, could not be used. The applicant has not suggested any significant mitigation to reduce the permanent visual impact. The views are also heavily reliant on woodland which is not in the applicant’s gift to retain. This woodland will only partially screen the development.

1.3.2.5 The applicant’s photo montages give a sense of the effect of the building on views, but there remain some views which have not been captured at their most significant point. There is also an incomplete sense of what the view will be during Winter as the natural screening is less effective. The building mass is that much greater than anything in the local vicinity. The design is described as being suitable for reducing that mass, but this will not completely mitigate what is a substantial building, which in parts will be significantly taller than anything else in the landscape. The stack is completely out of scale at a now higher height of 95m and will be a visible landmark which does not exist today. The stack will present a view of industrialisation which would be more in keeping with a city or highly industrialised area in the North of the UK and not of a historic market town. The plume will additionally draw the eye. **The applicant, in our view, shows that the size of the development is inappropriate for the site. We also note that views from the train have not been considered at all.**

1.3.2.6 The building has been designed, it appears, to solely meet four constraining factors:

- The size of site
- The optimum capacity of waste the applicant wished to cater for
- The technology choice/ function and cost

The building design is thought to look cheap, ugly and very industrial – a huge” blot” on what is in the main a rural (with some light industry) landscape.

The public open day presented 2 roof line details only; although some work had been undertaken on the design since the previous application WSCC/062/16/NH, the design remains functional and ugly, uninspiring and certainly not landscape enhancing.

The landscaping appears superficial and not at all sufficient to mitigate the risk to the Great Crested Newts or to provide appropriate buffers between the other businesses to avoid overshadowing/too close proximity. As mentioned earlier, we remain unconvinced that the tree planting is appropriate noting the space available.

1.3.2.7 The applicant has put forward some mitigation by reducing the building height from 43.5m to 35.92m, and a different palette choice. These changes are too small and are deemed by our group to be insufficient to address:

- The development being out of keeping with its surroundings
- The development representing a significant increase in industrialisation of the site and to the surrounding area which will soon be largely residential
- The facility (including stack) being visible from a large number of view points in the wider landscape and or historic designations- some of which are AONB, SSSIs and the like.
- The design remains of poor quality in the view of local residents
- **Height, scale and massing has not been sufficiently mitigated and therefore still remains a significant impact on the wider landscape, the character of the surrounding area, heritage asset and visual amenity of current and future residents**

1.3.2.8 d) include measures to minimise greenhouse gas emissions, to minimise the use of non-renewable energy, and to maximise the use of lower-carbon energy generation (including heat recovery and the recovery of energy from gas)

1.3.2.9 HGV emissions are the main area in which the applicant has failed to address environmental impacts. Although WSCC have considered the increase in waste brought to site by HGVs, they have not considered the distance vehicles will travel and resultant carbon dioxide production.

We estimate that transporting waste to the incinerator will result in 507,500 vehicle km/year (based on 32km of waste transport). This equates to 356,300 tonnes of carbon dioxide per annum being produced by the entire operation.

This is far more carbon dioxide than is being produced by the current 10 tonne waste transfer and recycling operation. The applicant has provided no mitigation to this because of the extant planning permission for their existing business being applied to the new application. This should be redressed.

1.3.2.10 The incineration process will generate other sources of emissions, pollutants and dioxins which did not exist before. We do not accept the argument that this application reduces pollution on this site, as there are already other polluting businesses in operation including:

- landfill activity emitting pollutants, such as NO_x, PM₁₀ and PM_{2.5} and

MBT emitting NOx and SO2

The planning application should consider the total pollution impact at a local level, not a theoretical level, to avoid inadvertently creating a localised air quality/ pollution issue. It would be inadvisable to not predict any future air quality issues for such a permanent plant before planning were to be permitted.

Ni4H has been working with UKWIN (UK Without Incineration Network) and note in their assessment of the Carbon Assessment submitted by the applicant to be fundamentally flawed by virtue of not meeting the requirements set out by government in assessing such things. It noted that "*...the incineration facility would be 16,479 tCO₂e per annum WORSE than sending that same waste directly to landfill. This therefore does not meet local and national plans and policies in relation to carbon emissions and climate change*". It also notes that the "*...applicants proposed worse case scenarios could be significantly underestimating the potential permitted emissions from the plant*".

- 1.3.2.11 The CHP option, from the applicant information, appears unfeasible. The electricity would ideally be used by Wienerberger, but the demand may not be sufficient as it is believed the MBT provides some of that demand already. The design is not implicit in terms of how the electricity could be fed into the network and no details of infrastructure has been included in the papers. There is no guarantee that the applicant can meet the EU guidelines of achieving a 3Rs status as a result of its efficiency; if it fails to do so it is not much better in the waste hierarchy terms than landfill. The current waste transfer/ recycling operation would be more beneficial in environmental terms. If the R1 efficiency cannot be met, (D10 status met instead), then waste should only be derived from local sources and not the 40 miles or more radius suggested by the applicant.

We also note that other incinerators in operation at [Portsmouthⁱⁱ](#) and [Chinehamⁱⁱⁱ](#) are not meeting the benefits of power generation as outlined in their initial proposal.

1.4 Strategic objective 9: to protect the SDNP and the two AONB from unnecessary and inappropriate development

- 1.4.1 Policy W13 from the Waste Plan covering "Protected Landscapes" sets out that "proposals for waste development located outside protected landscapes will be permitted provided that they do not undermine the objectives of the designation."

The applicant has provided some views of the Zone of Theoretical Visibility which have a 53-63% level of accuracy on average. They indicate that the AONBs, the South Downs and part of the Surrey Hills are impacted to a lesser or greater extent, but this has not been adequately defined. The 95m stack cannot be mitigated and may yet still be of greater impact as the applicant has noted this may not be the final design. Other similar incinerators such as Portsmouth or the new incinerator being built at Bedding Cross in South London have 2 stacks joined together as opposed to the indicated single stack 2.5ms wide. The red lights on the stack and roof line will additionally present a permanent visual impact for miles around, which will draw the eye to the stack and where visible the plume.

The applicant has made no mitigation to the impact of the Stack (95m) and some mitigation to the roof line of the building. However, there are still going to be permanent visual impacts which will change the characteristic of the landscape. The lighting and plume will add to this.

1.5 Strategic objective 10: to protect and, where possible, enhance the natural and historic environment and resources of the county

- 1.5.1 The Waste Plan contains policy W16 which stipulates that "proposals for waste development will be permitted if there are no unacceptable impacts on the intrinsic quality of, and where appropriate the quantity of, air, soil, and water resources (including ground, surface, transitional, and coastal waters)"

Paragraph 8.7.2 outlines further that pollution could arise in several ways, including through odour, dust, smoke, heavy metals gases, fumes, or leachate."

- 1.5.2 We believe there is insufficient evidence for WSCC to confirm this policy has been met for the application due to insufficient information in the Air Quality Documentation.

The level of existing contamination is also insufficiently documented/explored, including how contaminants such as asbestos could indirectly affect workers on adjacent sites and residents.

Little detail exists on how this will be managed during the construction phase. There is also insufficient information on the storage and transportation of incinerator bottom ash.

1.5.3 The monitoring regime is also a concern. The onus will be on the applicant to monitor and publish its results, with the already overstretched Environment Agency overseeing the process. **If an incident happens, or the monitoring systems fail, it is unclear what impact this would have on the residents of Horsham, particularly those closest to the site.**

1.5.4 In addition, there is no information on how the food chain will be protected. Both at Langhurst Wood Road and the surrounding area there is arable farming.

Pollution from the site could enter the food chain and result in health implications for humans ingesting this food. There is also the potential for the incinerator to impact on the livelihoods of local farmers, if consumers feel so concerned about their own health that they avoid eating meat from animals farmed near an incinerator.

1.5.5 Policy W11 notes that proposals for waste development will be permitted provided that they would not have an unacceptable impact on: (a) the character, distinctiveness, and sense of place of the different areas of the County and that they reflect and, where possible, reinforce the character of the main natural character areas (including the retention of important features or characteristics); and (b) the separate identity of settlements and distinctive character of towns and villages (including specific areas or neighbourhoods) and development would not lead to their actual or perceived coalescence.

1.5.6 It is our view that the sheer size and bulk of the building being proposed by the applicant will have an unacceptable impact on the character and distinctiveness of the area. The site was originally in a small Hamlet called Graylands which was historically wooded and farmed. The clay mining and associated brick works in the early 1900s was the initial form of industry in the area. The areas towards the old Graylands farm/ now Graylands manor house is now a small/ light business area with some residential. The business areas are heavily screened in the main leading the overall sense to be of rural countryside. With North Horsham strategic housing site now having been approved, the area closest to the A264 will become more residential in nature with great care towards the Graylands Moated site to reduce the intensity of housing to support more outdoor enjoying land uses such as walks, allotments and a quiet graveyard area.

This will be opposite what will become a clearly visible Industrial area which will be totally incongruous to the landscape and history of the area. Placing such a large-scale facility in a place such as this, is not as easily accepted as places such as Portsmouth, or Teesside where there are historic and existing large scale industrial activities taking place, with large scale factories/ power stations already in situ. If such a facility has to be located in this site, it should not be visible at all, and be no larger than current facilities on site.

- 1.5.7 Policy W15: Historic Environment Proposals for waste development will be permitted provided that: (a) known features of historic or archaeological importance are conserved and, where possible, enhanced unless there are no alternative solutions and there are overriding reasons which outweigh the need to safeguard the value of sites or features; (b) it would not adversely affect currently unknown heritage assets with significant archaeological interest; and (c) where appropriate, the further investigation and recording of any heritage assets to be lost (in whole or in part) is undertaken and the results made publicly available.

Although there are some considerations of the conservation/ protection/ recording of the existing kilns on site, there is little consideration of the site known as Graylands Moated site. This is a 12th century Motte and Bailey castle. This site is not accessible at the present time but may well be with the North Horsham development. From this site, the stack and plume are going to be visible and will detract from the enjoyment of such a historic asset. View point 18, is not representative of this site, as this is the other side of the moated site and directly opposite the Brickworks/ Biffa and Britaniacrest site.

1.6 Strategic objective 13: to protect and where possible, enhance the health and amenity of residents, businesses and visitors

- 1.6.1 Policy W19 states that "proposals for waste development will be permitted provided that: lighting, noise, dust, odours and other emissions, including those arising from traffic, are controlled to the extent that there will not be an unacceptable impact on public health and amenity."
- 1.6.2 Residents would like to wait for the publishing of a report Public Health England has commissioned on incinerators (due in 2018) to assess the risk to health. Other studies undertaken to date have not been extensive enough.

We assert that without this report WSCC cannot guarantee there is no impact on public health for current residents and the 2,750 new residents of the proposed North Horsham housing development. The information provided by the applicant does not evidence that there will be no impact; in fact, it is unclear what it is showing other than that the overall good health of Horsham. It is hoped that the applicant is not suggesting that a small change in that overall health by virtue of this plant is therefore acceptable.

The plume modelling, we have provided (attached at the end by Plume Plotter) shows that Warnham, Langhurst Wood Road/ Holbrook and North Horsham will be the most affected by the plume.

Carbon dioxide and other emissions from HGV traffic will affect residents for 40 miles or more.

For Langhurst Wood Road and the A24/A264 the total emissions from diesel engines and petrol is not known. The existing traffic assessment data is over 5 years old and not reflective of the current state of traffic. However, the current levels of HGV traffic are deemed too high by residents both in terms of air quality and noise/dust.

The numbers of residents who will experience this loss of amenity will be increasing as North Horsham residential and business areas are developed in the coming years and certainly at the point when this plant is planned to become operational.

We have already drawn your attention to the fact that traffic resulting from a previous planning permission is not the norm, so the impact is not yet felt. This means even traffic assessments done more recently for the North Horsham development do not consider the increased level of traffic because of the “future needs” permissions granted in 2014/15.

- 1.6.3 Impacts of the total noise, lighting, dust and other emissions from the waste sites and brickworks have not been adequately assessed for the residents living in Langhurst Wood Road/ Station Road, and also those living close to adjoining roads such as the A24/ Warnham etc.

- 1.6.4 Proposed operating hours for the incinerator are 24/7 which is an extension to existing nuisance to local residents in terms of noise, lighting and traffic from shift workers.

The lights on the stack will be a permanent visible intrusion to residents which cannot be mitigated by virtue of the location close to Gatwick airport. If the stack is supported by cabling, there will be a high-pitched whistling noise as wind moves around the stack and cabling which will provide a new annoyance/disturbance for residents. The result will be an increase in background noise for those residents closest to the plant such as Station Road and Langhurst Wood Road trying to sleep.

- 1.6.5 Visible plumes will be unsightly, creating an inappropriate “highly industrialised” view of the town during the day and at night.

The documentation does not mention or calculate night-time plumes.

Lighting from the railway, the business park itself and the aircraft avoidance lights/incinerator outside lights will illuminate the plume and thus making the visual impact more noticeable during the darker hours.

The plume has not been extensively modelled and should be extended to more receptors.

- 1.6.6 HGV traffic is already a noise issue for residents.

Houses suffer from vibration and dust/dirt. This is at odds with the rural nature of this part of Horsham/ Warnham. The area is not yet highly populated and is still surrounded by fields/animals and ancient woodland. The approval of North Horsham now creates a greater impact to a greater number of receptors.

The existing business areas are offices or light commercial enterprises in the main. Efforts should focus on not over-industrialising this area, especially if it does become more residential in nature. This will just generate a significant conflict in land use.

- 1.6.7 Odour may be an issue.

The current waste processing activities do generate regular and significant odours despite mitigations/ conditions being put in place. This is a loss of amenity to residents and completely unacceptable. On days when odours are apparent, enjoying the outdoors is untenable and odours take a number of days to dissipate.

The issue of unpleasant odours is being raised with the Environmental Agency and Biffa most days. Residents are concerned that the new incinerator will add to this as the same or similar mitigations are being suggested as are in place at the MBT. Odours are a condition for the existing waste businesses. As the population increases through the North Horsham development, so will the acceptability of such a loss of amenity. Those wanting to make use of the outdoors (such as the new allotments, nature walks/ bridle paths) will experience a loss of enjoyment as a result of the odours.

1.6.8 24/7 operating hours will also be a loss of amenity to residents.

During the construction phase, early morning and late working during the week needs to be constrained to ensure that residents' quiet family lives are not impacted disproportionately by noise/ traffic and light pollution.

Weekend working should also be avoided where possible, or reduced to a minimum, with no heavy machinery use to make sure that residents can have adequate time to relax and enjoy their home life.

Bank holiday working should not take place at all, except if there is an emergency/ threat to life, health or the environment.

Operating hours need to be in line with current permissions held by waste businesses on this site.

HGV movements need to be reduced where possible by more efficient coordination of vehicles. Current HGV movements are felt to be too much and should not be allowed to get any worse.

Light pollution is also a concern, as cranes will need lighting for the safety of aircraft within the area.

A view of the [Beddington Cross construction site](#) is a large concern for residents who wish to sleep during the 3 years of construction. The Waste Plan sets out that where necessary a site liaison group is established by the operator to address issues arising from the operation of a major waste management site or facility. Although groups such as this exist, there remains a number of problems with swiftly and adequately addressing local issues such as odour, noise, flies etc.

The liaison meeting will be key during the construction phase to ensure that the construction mitigation measures for traffic, noise and dust are addressed swiftly and sympathetically.

1.6.9 The residents have been trying to address the issue with rubbish littering Langhurst Wood Road/Mercer Road junction which is still not adequately resolved by either Britaniacrest or Biffa or the local authority.

The waste is clearly because of the commercial operations and not household waste. It also generates an additional cost to the local authority/ tax payers. Confidence is therefore low that this mechanism can solve local issues adequately or swiftly.

We are also of the view that a new or joint resident's liaison group will be needed with whomever Britaniacrest appoints as the builder and operator of this incineration facility.

1.7 Policy W21 covering cumulative impact

1.7.1 The policy W21 sets out that "proposals for waste development, including the intensification of use, will be permitted provided that an unreasonable level of disturbance to the environment and/or local communities will not result from waste management and other sites operating simultaneously and/or successively. Phasing agreements may be sought to co-ordinate working, thereby reducing the cumulative impact."

1.1.1 This development has a much greater impact in terms of waste-derived processing and management for the local residents, including:

- Impact to local roads and national roads
- More odours
- Poorer air quality
- Potential impact to livestock being farmed south of the site

Now that North Horsham development has been approved, the land use assessment for waste needs to be re-considered for an increased and impacted resident population. There will be a significant increase in land conflict- residents of the new development will be looking for green open areas/ good quality air and noise levels. Living very close to an incinerator with its associated level of waste traffic/ pollution is not going to be at all desirable.

The North Horsham development timescales also need to be considered. Although indications are that the area closest to the development site is 10 years off, there is insufficient information on when the road improvements or school building may take place.

If this happens within the 3-year construction phase of the development, or not long after, it will make the lives of residents close to the new development miserable for a disproportionately long length of time. This has not been considered by the applicant at all. Additionally, HDC have on 6th April began a consultation period for the Local Plan which sets out the locations of Graylands and Broadlands sites to the north of this site as areas for development of employment. If adopted, there will be more traffic, more conflict by virtue of small industrial use (start-ups and the like) contrasting severely with an oversized bulky highly industrial plant such as this.

1.8 Strategic objective 14: to minimise carbon emissions and to adapt to, and to mitigate the potential adverse impact of climate change

1.8.1 The proposal gives inadequate consideration to the impact of emissions from vehicle movements over long distances as a result of the future traffic/ waste processing planning sought in 2014/15 for a different kind of waste processing. This could be effectively mitigated using rail or locating incinerators closer to the sources of the waste itself. The data is also different from that used in the previous planning applications for increased vehicle movements and was based on 2013 data. Langhurst Wood Road not only has significant HGV traffic from waste and brick businesses, but also has a lot of distribution or delivery HGV traffic using the road as a cut through or to access the businesses at Graylands and Broadlands business park/ Home Office. With no provision for cyclists, public transport or pathways, there is a greater use of motorised vehicles to access Langhurst Wood Road/ A24. There are no buses, and little provision for the secure storage of bicycles at Warnham Station.

1.8.2 The case made by the applicant is that the incinerator should be compared to a landfill operation. In theory this stacks up only if a number of assumptions are met:

- This is a highly efficient 3Rs facility making all use of heat and electricity generated as a by-product (see section 2 comments)
- Waste sources are genuinely being diverted from landfill (i.e. they are not recyclable/ reusable materials which could be treated using processes higher up in the hierarchy)- there is some concern that there is insufficient space to recycle the 50,000 tonnes per annum of waste on site, and that a proportion of recyclable material will not be burned.
- Waste is taken to the closest and appropriate waste processing site as possible (i.e. commercial incentives are not a deciding factor for waste treatment)- we are of a view this may not be met
- Sustainable transportation is used to reduce transport related pollution/ environmental damage- we are of a view this won't be met
- This plant is located in the optimum location based on waste sources, waste processing shortfalls in the area, road capacity and impact on the surrounding environment/ planning policies- there is no evidence to support the applicant has analysed this nor considered other locations in West Sussex. The locations will have been decided purely based on commercial considerations for the investment decision made.
- The applicant has used the right approach to assessing the carbon assessment as set out by the government.

Ni4H notes that UKWIN experts have raised a number of deficiencies in the carbon assessment submitted by the applicant and that in their view the incineration facility would be worse than sending that same waste directly to landfill.

1.9 Horsham District Planning Framework (2015)

1.9.1 In November 2015, HDC adopted the Horsham District Planning Framework. We suggest that the proposed development does not comply in the following areas:

Policy	Comments
Strategic policy 1	<p>The development should improve the economic, social and environmental condition.</p> <ul style="list-style-type: none"> The number of new jobs created by this development is minimal and is likely to require experienced workers to move into the area. From a social and environmental perspective, this development creates a disbenefit for Horsham. <p>This development is also completely at odds/ creates conflict with the HDC strategic site for new housing at North Horsham which followed after the Waste Plan in 2014 which suggested at that time this site could potentially take additional waste processing. The planning policies within the WSCC Waste Plan still need to be addressed before approval is given.</p>
Strategic policy 2	<ul style="list-style-type: none"> This development does not maintain the district's unique rural character, which was rural and agricultural in nature. It is not sustainable as a result of overcapacity issues (requiring waste to be bought from further distances) and diesel HGV transportation over significant distances and crossing county boundaries. The development does nothing to enhance the market town's market history nor does it safeguard its attractiveness. The development, as a result of its sheer size and bulk, will lead to a perception that the town is an industrialised centre more in keeping with highly industrialised areas, such as Sheffield, Teesside, Portsmouth or a very large conurbation. The site is inappropriate for this kind of development. Great care needs to be taken as the site is on the edge of Warnham village, and the rural boundaries of Horsham itself. There is still farming and a rural feel to parts of Langhurst Wood Road, and significant areas of ancient woodland will conflict with the land use in this new development. The strategy notes a desire to enhance environmental quality, including air, and to minimise energy and resource use. Although Horsham has a good level of air quality, there is no data for this site/area around Langhurst Wood Road and Station Road. It already has business operations which are contributors to reducing air quality, and a very high level of traffic on the rural road with proximity to A264/24. The development will further add to this issue. In terms of reducing carbon emissions, at a theoretical level it will as it supports the zero to landfill strategy. However, the transportation of waste over long distances and the emission released from the incineration of waste will result in greenhouse gases being released. These gases combined with the landfill, brick works and general vehicle activity in the area is not insignificant. Brookhurst Wood also has the landfill workings for the foreseeable future, albeit in restoration phase.

Policy 24- Environmental protection	<p>Developments will be expected to minimise exposure to and the emission of pollutants including noise air and light by appropriate placement, measures to minimise air pollution and greenhouse gases to protect human health, but also to maintain or reduce the number of people exposed particularly where vulnerable people would be exposed.</p> <ul style="list-style-type: none"> • North Horsham development has been approved leading to a greater level of exposure to the current and new pollutants for a significant level of local residents. • The HGV trucks (some of which will be carrying harmful chemicals and materials to and from the incinerator) are likely to be travelling on a new road outside a new primary school. This strategy is not met by this development. • We note UKWINs view that the Carbon Assessment and potentially the Air Quality assessment is flawed leading to an over optimistic view being put forward. In the view of UKWIN, this plant will be worse than landfilling. • Noise will also increase to those closest to the development from the 24/7 operation of such a plant.
Policy 25- The natural environment and landscape character	<ul style="list-style-type: none"> • This development will impact the existing skyline by becoming the largest permanent landmark in Horsham. • It will present a permanent industrial view of the town which is not characteristic of its history. • The development (largely the 95m stack with plume) will be visible from the South Downs. This will not lead to the preservation nor enhancement of the setting. • The visual impact will grow if any of the present wooded areas are removed. This should be considered carefully bearing in mind the level of permanence this development suggests. • It is our view that the assessment of visual impact is not accurate and taken cumulatively is also not accurate.
Policy 26- Countryside Protection	<ul style="list-style-type: none"> • The sheer scale of this development will lead to an over industrialised feel to this rural area and by virtue erode its countryside character and location
Policy 30- Protected Landscapes	<ul style="list-style-type: none"> • There is a significant and permanent impact to the protected landscape areas of the South Downs, AONB and SSSIs. There is no justification which exceeds the loss of amenity (both today and in the future) in terms of public interest.
Policy 32- The quality of the new development & national planning policy framework 2012 (NPPF), paragraph 17	<ul style="list-style-type: none"> • This development is not at all attractive and the site has not been significantly enhanced by virtue of the majority of the site being covered by the over-sized building. • The landscaping proposal on site is overstated, and the tree planting may not even be possible by virtue of the space in which it is being suggested they will be planted on the road the lorries will need to take. The screening will take a significant time to establish. • There is NO mitigation to the views experienced by those using the Horsham to London train via Warnham.
Policy 33- Development principles	<ul style="list-style-type: none"> • The development has not avoided harm to the amenity of residents/users in nearby properties/businesses adequately. • The sensitivities and conflict of land use have not been addressed. The building will overshadow and intimidate the existing businesses of Wienerberger and WSCC/Biffa MBT.

	<ul style="list-style-type: none"> • The scale and appearance of design is not of high quality and has been squeezed into the site parameters. There is little space between it and the MBT. • The view from the railway has not been considered at all, and the building will exceed the tallest landmark in Horsham. • The visibility of the building and its stack is likely to be seen more than 20km away, and from key sensitive areas.
Policy 34- Cultural and Historical assets	<ul style="list-style-type: none"> • The impact of the proposed development does not seek to enhance the areas surrounding some very key cultural and historical assets close to the site. Areas such as the Graylands Moated site and Warnham will experience a visual impact from this development of a permanent nature. This will detract from the assets themselves.
Policy 40- Sustainable transport and NPPF paragraphs 29-41	<ul style="list-style-type: none"> • There is no consideration of non-car modes which will add to an already pressured transport infrastructure along the A24/264 and Langhurst Wood Road. The latter is no longer safe for pedestrians and cyclists so there is not choice of transport modes. (The applicant's view confirms this too.) • The railway option has been dismissed despite the site being adjacent to the rail links. • The transportation of waste across long distances (40miles +) is not sustainable over a 25-year period. • The plan Langhurst Wood Road changes as part of the North Horsham development will see lorries passing a newly built housing estate and primary school. This needs re-thinking with a consideration of a waste specific access road being built as part of this development to provide a HGV friendly access road directly to site.
Policy 41	<ul style="list-style-type: none"> • We do not think the site provides adequate parking facilities. • There are no details for how all visitors/workers will be able to travel to site without using their cars, HGVs, or coaches- this does not support non-motorised sustainable transportation options.
National Planning Policy for Waste 2014, paragraph 7	<p>Paragraph 7 - Planning authorities should consider the extent to which the capacity of existing operational facilities would satisfy any identified need.</p> <p>Ensure that the facilities are well-designed so they positively contribute to the character and quality of the area in which they are located</p> <ul style="list-style-type: none"> • The development does not meet these requirements. <p>This particular site was described as a strategic allocated site in 2014. However, the Strategic Site of North Horsham was allocated in late 2015 and achieved planning approval in March 2018. This presents a very different context for the allocated site for more intense waste processing. We are of the view that this strategic allocated site no longer makes sense for proposals such as this for such large-scale incineration. It is our view, that waste processing should reduce in line with the reduction of landfilling activity seen in the past years in this site.</p>
Planning Practice Guidance para 47	<p>Paragraph 47 - The waste planning authority should not assume that because a particular area has hosted, or hosts, waste disposal facilities, that it is appropriate to add to these or extend their life. It is important to consider the cumulative effect of previous waste disposal facilities on a community's wellbeing. Impacts on environmental quality,</p>

	<p>social cohesion and inclusion and economic potential may all be relevant. Engagement with the local communities affected by previous waste disposal decisions will help in these considerations.”</p> <ul style="list-style-type: none">• The increase in residents as a result of the North Horsham development must be taken into account.• Please see the residents’ objections and this overall objection pack as evidence that we are not content with the WSCC expansion of waste disposal facilities in this area.
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Section 2: Other Issues with the application.

1.10 Energy from Waste/ "waste recovery" vs. incineration

1.10.1 The definition this development proposal can only be done so by referring back to the EU Directive 2008/98/EC, the Waste Framework Directive. This Directive sets out the basic concepts and definitions related to waste management, such as definitions of waste, recycling, recovery. It explains when waste ceases to be waste and becomes a secondary raw material (so called end-of-waste criteria), and how to distinguish between waste and by-products.

From the "Guidelines on the interpretation of the R1 Energy Efficiency formula for incineration facilities dedicated to the processing of municipal solid waste according to Annex II of Directive 2008/98/EC on Waste" (European Commission) we note the following:

"The Directive allows municipal waste incinerators to be classified as recovery operations provided they contribute to the generation of energy with high efficiency to promote the use of waste to produce energy in energy efficient municipal waste incinerators and encourage innovation in waste incineration. In this context, it is important to note that "recovery" means any operation the principal result of which is waste serving a useful purpose by replacing other materials which would otherwise have been used to fulfil a particular function, or waste being prepared to fulfil that function, in the plant or in the wider economy (Art 3 (15) of the WFD). The non-exhaustive list of recovery operations presented in Annex II of the WFD defines R1 as a recovery operation which is understood as "Use principally as a fuel or other means to generate energy". It is clarified in footnote (8) that this includes incineration facilities dedicated to the processing of municipal solid waste (MSW) only where their energy efficiency is equal to or above:

- *0.60 for installations in operation and permitted in accordance with applicable Community legislation before 1 January 2009,*
- *0.65 for installations permitted after 31 December 2008 "*

1.10.2 We note that the proposal fails to demonstrate it meets the definition under R1 for the installation to be defined as a Recovery operation as we calculate the resultant energy to be around 25% and unlikely to achieve the 65% needed under the 2008 Directive.

Although the applicant estimates it could produce 21 MW of Electricity for the National Grid, it fails to demonstrate a demand for heat from either the industrial or resident population.

If the proposal is not recovery, it cannot be defined as a Recycling, Recovery and Renewable Energy development as this is mis-leading to the public. It is a recycling

(Britaniacrest Recycling Limited) and burning of waste operation (new operator to be announced); the latter of which is defined under the same Directive as "disposal of waste by incineration on land" under D10-Annex I (1). It is our view, that any disposal of waste under this Directive has to be subject to the proximity principle in a way a recovery operation does not have to be.

- 1.10.3 In support of our view further, we note from the Capel High Court Judgement (Case number CO/5684/2008 & 0510/2009) presided by Mr Justice Collins hearing Capel Parish Council vs Surrey County Council in relation to a very similar proposal for an incinerator which failed to meet the R1 criteria to be defined as "recovery"/ Energy from Waste) that sections 39-41 are just as relevant to this application. It notes, that similarly, the plans for a recovery operation was actually disposal in nature as a result of the R1 criteria not being met, and that Surrey County Council failed to apply the proximity principle and seek to ensure that waste would be disposed of at the nearest local installation. It cannot be argued that waste from the southern counties should be DISPOSED of "locally" in Horsham. Unless, the applicant can evidence that it can meet the R1 criteria and sufficiently recover energy from the burning waste, it should be REFUSED outright as it does not meet the description of what it intends- i.e. to "recover" waste. If the applicant wishes to resubmit an application for an incinerator/ disposal of waste facility using thermal treatment, it will need to comply with the proximity principle and be sized according to the needs of West Sussex.
- 1.10.4 Our points under section 1 of our original objection, relating to the origins of the waste, therefore must be given greater emphasis. It is indefensible under the Directive, and the UK's adoption of this Directive in its domestic waste legislation, to import/ transport waste over long distances to dispose of it especially when by doing so there is an impact to the environment and human health. As previously stated, this contravenes West Sussex's own policy as set out in its own Waste Plan.
- 1.10.5 The other relevant aspect to whether this development proposal fails to meet the criteria for recovery rather than disposal of waste by incineration, is the waste hierarchy. Disposal is the least environmentally effective way of dealing with waste- only marginally better than landfill. The applicant, by suggesting this development is "recovery" is seeking to suggest its waste treatment is higher up the waste hierarchy, which it fails to evidence by being unable to demonstrate it meets the R1 criteria.

1.11 Potential electrical cogeneration to the National Grid

- 1.11.1 Although there is a confident statement and forecast for electricity which might be produced from the incineration of waste, the applicant fails to provide any detail of the infrastructure required. We note in a pre-planning letter dated 20.12.15 from Michael Elkinton that the technical details should be provided as part of the planning application, but this has not been submitted. We would seek answers to the following:

1. Confirmation that there is agreement in principle that UK Power will provide demand of 18-20 MW continuously
2. The details of the agreed voltage level to be generated, and the method of transmission, i.e. overhead lines, buried cables etc.
3. Given that 18MW represents about 30% of the Horsham area standing load, the agreed physical location where this demand will be provided by the grid.
4. The intended route of the transmission method under point 2 above if the connection is remote, the intended route between the on-site substation and the locations under point 3 above.
5. As requested on 20/12/15, which party will design the route under point 4 above and if further planning applications or wayleave requests are anticipated by either party.

1.12 Ownership of the site

- 1.12.1 It is currently unclear to residents and the members of Ni4H who the legal owner of the land is, which is the subject to this planning application. For this current application, the owner is noted to be Wienerberger Ltd. Under previous application WSCC/018/14/NH the owner was noted at Certificate A as Wealdland Ltd care of Macfarlanes. In some of the documentation submitted by the applicant, such as Chapter 4 para 4.23.5 there is a suggestion Britaniacrest/ the incinerator operator owns the site- *"... as the site is within the applicant's ownership..."*

If there is a need to raise any public or private nuisance, then it would be important for the ownership to be made clear. Wienerberger have confirmed they do not own the site which Britaniacrest operates from.

1.13 Impact of Wake Vortices on the dispersal of pollutants in the local vicinity of the proposed incinerator

The impact of aircraft movement on the dispersal of pollutants/ plume behaviour has not be adequately assessed. Specifically, in the case of (Capel_Incinerator_Fact_Sheet)^{iv} incinerator, there was no consideration of the impact of wake vortices which would result in driving the dangerous emissions back down to ground level and thus undoing the primary purpose of the excessively tall chimney stack/ emission treatment technologies. Consideration of the consequences of wake vortices should also consider future changes to flight paths, increase in aircraft traffic and changes in Govt policy in expanding Gatwick Airport.

Section 3: Ni4H overarching objections

Item	Objection	Detailed comment
1	The site is physically inadequate for the development proposed	<ul style="list-style-type: none"> • The design is constrained by the size of the site. A horizontal boiler cannot be implemented on the 3.5-hectare site. The resulting 36m tall (100x119M) building with 95m stack is wholly disproportionate for the site and the town within which it will be located. • The applicant has suggested it is unable to “sink” the building significantly as a result of the size of the development and site boundaries. Therefore, it is the wrong site for what the applicant wishes to achieve without an adverse visual impact to the landscape. • Alternative technologies and other sites have not been adequately considered.
2	The building design, size and location will create an eyesore for miles around including at sensitive and protected areas. This will be detrimental to the quality of the landscape and lead to an over industrialised view of the town and surrounding area.	<ul style="list-style-type: none"> • The building design is ill-considered and not of a visually acceptable form. The materials, size and form make the building intimidating. It will overshadow existing businesses on site and impact the skyline in a harmful way becoming the tallest landmark in Horsham. It will also create a heavily industrial view for Horsham, which does not reflect the town’s historic or current character. • The applicant’s studies do show an impact on sensitive areas - the Surrey Hills and the South Downs - which should be protected at all costs. The building and stack height is inappropriate in this context. • The site is dependent on wooded landscape to mitigate visual impacts both in close proximity to the site and over a wide area. The wooded landscape is not within the gift of the applicant to retain, and this should be considered bearing in mind the permanent nature of the intended development. • The photo montages are still advantageously placed in some locations, and the description of the impact is not correct in our view. The cumulative overall impact is also not assessed accurately. For those wishing to live or work in the Strategic Site of Horsham, view points 3, 21, 22, 23, 24, 25 and 26 show a significant impact in terms of the taller stack of 95m. If the design of this stack changes this may get even worse. The view points show the permanent feature as residents make use of a footpath to access greener areas/ the countryside. Warnham will also get a significant view at view point 6, passed the church at view point 7, 11 (not shown on map), 12, 13 and 14, 15 and 17. The view from the station along the train line at Warnham is missing. The view point

		<p>heading towards the Great Daux roundabout on the A24 is also missing. We also note many shots have been taken focussing on the tallest trees at that point somewhat advantageously. Kingsfold will also experience a reduction in landscape quality as per viewpoints 28 and 29.</p> <ul style="list-style-type: none"> • We note a key assumption has been made with the Theoretical Zone of Visibility that there is vegetation of 12m and buildings of 9ms. In many places, with this being a largely rural area of fields and a few houses, this assumption does not hold in its entirety.
3	The waste source extends significantly beyond West Sussex's waste needs and so is contrary to the West Sussex Waste Plan and unsustainable.	<ul style="list-style-type: none"> • We note the intention of the applicant to import of waste from outside West Sussex for 25 -30 years; something the Waste Plan does not support. • The applicant suggests a 40-mile radius for waste collection but promotes a customer base of over 100 miles on their website. This is not sustainable and does not add to West Sussex's net self-sufficiency vision. There would be a limit to the controls West Sussex could impose on the importation of waste, and this may not lead to any county specific improvement in the shortfall in C&I waste management or reduction of landfill requirements. • The Committee should seek a better justification and reinforce their stance that any proposal should only deal with West Sussex waste. Any imported waste will need to be justified on a sustainable and case-by-case basis. This is clearly set out in the Waste Plan as a set of waste management principles.
4	Sustainable methods of transport are not being used	<ul style="list-style-type: none"> • The applicant has not made sufficient effort to incorporate the rail transportation link, which is adjacent to its site. This will result in an estimated 507,500 vehicle kilometres or more. The inability to limit the distance waste will be moved will reduce the air quality in the area/lead to vehicle-emission-related health conditions. • There is insufficient data to understand the overarching impact on the roads used by the waste transportation vehicles. The transport assessment data is over 5 years out of date and does not include the MBT traffic and other recent distribution businesses using Langhurst Wood Road/ A264/ A24. It also does not map the impact on the feeding roads because the source of waste is from a 40-mile radius or greater. The hazardous waste will also be transported to Cheshire.
5	West Sussex aims in its Waste Plan to protect and where possible, enhance the health and amenity of residents, businesses and visitors- this cannot be guaranteed by virtue of the resultant	<ul style="list-style-type: none"> • The Planning Authority has a duty of care to residents to establish whether the effects of incineration could breach recommended levels of pollutants and toxins before allowing this development. This needs to be assessed in conjunction with existing businesses and traffic. Information to enable such a review is not complete nor sufficiently localised. • There is very genuine public concern that incineration creates serious health risks. Many people believe that a precautionary approach should prevail in matters of health. Supporters of

	<p>and cumulative pollution, land contamination and air quality</p>	<p>incineration say “there is no proof” of a link between incinerators and serious health problems. However, nobody really knows what long-term effect waste incineration will have on residents’ health, as relevant long-term studies have not yet been published. The US National Research Council has warned that the risks from incinerator-generated dioxin pollution to nearby communities is “substantial”. The proposed site is likely to affect vulnerable parts of society such as the children at the proposed primary school in the North Horsham development, which is on the direct route of the incinerator traffic.</p> <ul style="list-style-type: none"> • All waste incinerators are widely accepted to produce poisonous emissions, including dioxin, heavy metals like mercury and lead, and fine particulates (that aggravate breathing problems). People are affected by breathing contaminated air, eating contaminated food and touching contaminated soil. A guarantee cannot be given that there will be NO impacts on health as a result of an incinerator. • Local concerns on health impacts of incinerators relate to whether air emissions might lead to local breach of Air Quality standards, and whether dioxin and other toxin emissions (to air and in ash) might cause the Tolerable Daily Intake (TDI) to be exceeded. This is exacerbated by: <ul style="list-style-type: none"> • awareness that licence conditions are sometimes breached • doubt regarding the control regime • awareness that breaches would not be detectable by smell • The level of concern is heightened by the view that risks are poorly understood by science, that effects can appear over a long time and cause irreversible damage or terminal disease, and that children and future generations are at risk. • Many people in West Sussex, and in particular Horsham, are aware of continued compliance and regulatory failures at existing waste treatment sites (e.g. complaints to EA and public meetings regarding Langhurst Wood Road Landfill Site and MBT, Britaniacrest transfer and recycling operation in Horsham, Greenpeace report “Criminal Damage; a review of the performance of Municipal Waste Incinerators in the UK”) and are concerned at the potential for harm from incineration processes. • Concern is particularly well-founded regarding risks from fly-ash produced by incinerators. It is not inconceivable that waste lorries could be involved in accidents, and therefore pose a risk because of hazardous load being emptied. • It is not sufficient to assume that risks will not arise and will not need to be assessed/ managed, that the regulatory regime will be satisfactory and no further consideration is required. The planning system assumes that the pollution control regime will work effectively, and to take advice from the Environment Agency on associated risks). This is not reasonable, contrary to due diligence,
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		<p>and ignores known failings in the regulatory regime (e.g. The National Audit Office has censured the Environment Agency (EA) for failing to police its licences, and staff reductions at the EA could lead to this failure continuing or getting worse). There is a responsibility on waste planning authorities to satisfy themselves beyond reasonable doubt that incinerators can operate within legal limits. The applicant has no experience of operating such a plant.</p> <ul style="list-style-type: none"> • The applicant has advised the Residents Liaison Group that an overseas multinational company is likely to make use of this permission to build and operate the incinerator. • Incineration processes produce toxins. Toxins are controlled by permitted emission levels but: <ul style="list-style-type: none"> • Permitted does not equal safe but allowed on a balance of judgement about risk to health based on available knowledge on TDI and maximum contamination levels in food and feeds. (TDI has already been reduced tenfold following disparity between limits set by the US and EU. TDI-dioxin 2pg WHO-TEQ/Kg of body weight/day from all sources (reviewed by the Committee on the Toxicity of Chemicals in Food, Consumer Products and the Environment in 2001). The WHO-TEQ = World Health Organisation toxic equivalent concentration is a measure of the overall toxicity of a mixture of dioxin congeners. 1pg or picogram is 10⁻⁹g or 1 millionth of one millionth of a gram.) • Judgements are made on available rather than complete information ("it is generally accepted that emissions standards are based on what can be measured and what is technologically achievable, rather than what is safe...This point was accepted by the Environment Agency" Dept. of Environment Transport and Regional Affairs Committee, March 2001 report HC39-1, Delivering Sustainable Waste Management, volume 1, paragraph 93). • No evidence is available to demonstrate the cumulative, long-term effects of incinerator emissions, including persistent ones like heavy metals, furans and dioxins, on human health at the continuous low dose exposure an incinerator creates. The health effects which result from an incinerator's emissions are not yet fully known, and the regulation of incineration has been rather poor, which has resulted in poor practices developing in some incinerator sites (Dept. of Environment Transport and Regional Affairs Committee, March 2001 report HC39-1, Delivering Sustainable Waste Management, volume 1, paragraphs 97/98). • Controls are applied to limit emissions of some chemicals injurious to health, but there is debate over what is a safe level of exposure. The Environment Agency is reported as telling the House of Commons Environment Sub-Committee that they have no idea how dangerous the new generation
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		<p>of incinerators will be to human health (The Guardian, 29 November 2000). Environment Minister Michael Meacher told the House of Lords Select Committee on 15 June 1999 that “Incinerator plants are the source of serious toxic pollutants; dioxins, furans, acid gases, particulates, heavy metals... there must be absolute prioritisation given to human health requirements... we know scientifically that there is no safe threshold below which we can allow such emissions.”</p> <ul style="list-style-type: none"> • An extensive study was commissioned by Public Health England on the health implications of incinerators. This is due to be published. This study should be received and understood before any planning applications for incineration are considered. The residents would also like to understand what happens when the UK leaves the EU, as the current environmental legislation will no longer be enforceable without new domestic legislation in place.
6	Impact of the previous planning applications WSCC/018/14/NH and WSCC/021/15/NH	<ul style="list-style-type: none"> • It is clear from Britaniacrest’s own data that the current operation of recycling and transferring of waste would not need the additional permission both of waste volumes and associated HGV movements. It is now clear that these permissions were in preparation for the incinerator derived waste and resulting movements. The permission needs reviewing in light of what it is actually for, and to consider the current traffic/waste processing in the vicinity of the site. • The December 2013 traffic data is now 5 years out of date and does not incorporate significant developments such as the MBT adjacent to this site, which started operating after 2013 or the permitted (but not yet used) number of movements Britaniacrest has achieved through previous planning applications in preparation for this new plant. The incinerator will also operate on a different model, and so the broader transport infrastructure needs to be considered as waste is being brought across longer distances. • Associated with this, the information about the impact of diesel engines has become far more damning since 2013. The emissions from these vehicles are now known to be far more damaging than at the time the permissions were granted. The residents suffering the traffic of Langhurst Wood Road, A24, A264 already believe the current levels of traffic are too high and the exposure to poorer air quality too great. • We note only 80 HGV movements from the applicant (actual and at busiest time), as opposed to 284 per day allowed now as part of the 2015 permission that is not yet experienced. Residents would ask that this is reviewed as part of this application, as it cannot be justified not to do so. The committee should look to enhance and not add to the deterioration of air quality for residents by ensuring the location of businesses such as this are close to the source of the waste and build to a suitable capacity to meet the need.

7	Cumulative effect	<ul style="list-style-type: none"> The application does little to address the cumulative effect on the landscape, construction and loss of amenity on the growing residents as part of the Strategic Allocation of North Horsham which has since been approved.
8	Loss of amenity for residents	<ul style="list-style-type: none"> The local residents are concerned about: <ul style="list-style-type: none"> Additional noise, odours, dust. The 3-year construction phase which could result in unacceptable hours, noise, odour, dust, particulates from contaminated sources being dispersed. This will be in conjunction with construction of the North Horsham Development and potential increase of business at Graylands and Broadlands if the Local Plan is amended following the current consultation. Conflict of land use between low-density residential use, open fields with animals grazing, ancient woodland and an increased industrial presence/ increase in waste processing at the Brockhurst Wood site. Operation times becoming 24/7 leading to permanent new noises, intense light on the stack and building, shift-related traffic from staff, and a pressure to extend the hours which the waste can be brought into and out of the site. This is already encroaching on weekends when residents wish to relax and make use of the outdoors. Greater exposure to contaminants during the construction phase. Air quality and carbon assessments being accurate During operation, there will be gaseous and toxic emissions, pollutants, and vehicle emissions for long periods of time with resultant health implications. Reduction of rural landscape. The more industrialisation of the surrounding area will be perceived as a loss of the rural outlook many value and be perceived as a permanent loss. The visible plume will lead to concerns over health, reduce the desire to be out of doors and overall reduce the general enjoyment of the surrounding area. Farmers and those keeping horses in the surrounding fields may choose to seek other areas to graze their animals again leading to a reduction of landscape quality.
9	Inadequate public consultation of Horsham District residents	<ul style="list-style-type: none"> The applicant has failed to engage with the Horsham District populous who will be affected. Their assumption that only Langhurst Wood Road and Station Road residents would be affected is clearly flawed. Ni4H know there are concerned residents who live in a much larger catchment than those two roads and note the plume model shows a much wider set of affected people, as does the Theoretical Zone of Visibility. Many comments have been received by residents and businesses of

		<p>Horsham District, that they would have been unaware of the proposal or planning application without the efforts of the Ni4H campaign. It is a concern that a large proportion of the town remains unaware of the proposal.</p>
10	There is limited benefit to the energy developed as part of the incineration	<ul style="list-style-type: none"> • The site of the proposed incinerator does not lend itself to CHP, and only one local customer has been identified for the use of the electricity - Wienerberger. Wienerberger Horsham have advised us that they have not been consulted on this and are making use of electricity produced by the MBT. Literature has been misleading from Britaniacrest suggesting the output could heat/light residential houses, even though is not seen as a viable option in the documentation. There is no evidence to support the heat or electricity will be enabled to be harnessed. • Electricity and power can be generated from greener technologies than the Energy from Waste. • Any electricity and heat will need a “customer” with a constant demand as the incinerator will be operating 24-7.
11	Parts of the Environmental Statement are incorrect, contain inconsistencies, based on out of date data and contain gaps.	<ul style="list-style-type: none"> • The applicant’s documents do not evaluate the entirety of the impact of the development being pursued accurately and honestly. It is our view that many aspects have not be adequately mitigated or evidenced to support an approval in its current state. • There are concerns raised by UKWIN and Liberty on the Carbon Assessment, Air Quality Assessment and Landscape Assessment.
12	Fire	<ul style="list-style-type: none"> • The incinerator, and the use of flammable materials to operate it will increase the risk of fire to the location. There is insufficient information on what the impact could be to the local community if a fire were to break out, especially bearing in mind the businesses in operation on adjacent sites, such as the MBT and landfill, and areas of ancient woodland. This cumulative risk is not addressed.

Section 4: List of Evidence submitted

4.1 Plume Plotter- this has been produced by PlumePlotter.com^v for Ni4H

Animations we present can be found at:

2015 for Britaniacrest Incinerator	https://youtu.be/O3DliEZs0Dk
2016 for Britaniacrest Incinerator	https://youtu.be/t2JKmaNe484
June 2015 for Britaniacrest Incinerator	https://youtu.be/nEuk0i9w_m0
December 2015 for Britaniacrest incinerator	https://youtu.be/ SPqC6zDvy0

Information about Plume Plotter

Plume Plotter shows the Horsham pollution model in an animation, it's based on AERMOD, developed by the US EPA, which is one of the most famous modelling systems for air pollution. It uses the regulatory default options of AERMOD. It takes account of the real terrain in the vicinity of the incinerator, current weather conditions, upper air data, as well as properties of the incinerator emissions and the shape of the incinerator buildings. Data about the incinerator and its emissions is taken from the applicant's information sources.

Animations are created by modelling the incinerator plume every hour during a period of time, using historical weather data from a weather station local to the incinerator. Plume Plotter uses AERMOD ([1]) to calculate the concentration of pollution at each location, at ground level. AERMOD uses AERMET to pre-process meteorological data.

AERMOD is provided with the usual parameters of the emissions source: Stack location, Stack height, Stack diameter, Stack gas exit velocity, Stack gas temperature and Emission rate (of oxides of nitrogen).

Plume Plotter currently use a "pollutant ID" of "other", meaning that AERMOD will not perform any chemical simulations (e.g., converting NO to NO₂). This allows the concentration of all other pollutants to be derived simply from the oxides of nitrogen concentrations by multiplying by the relative emission rates.

AERMOD also uses a few parameters of the area near the emissions source: Albedo. (If no value is specified in the AQA, 0.2 is used, as suggested by the AERMOD User's Guide.), Bowen ratio. (If no value is specified in the AQA, 1.0 is used, as suggested by the AERMOD User's Guide.) and Roughness length. (The value specified in the AQA is used.)

AERMOD is designed to be run over long periods, but the real-time Plume Plotter runs it for a single point in time. Weather observations required are also incorporated such as: Wind direction, Wind speed, Temperature, Pressure, Solar radiation and Cloud cover. These are obtained from the nearest reliable weather station on Weather Underground, with a secondary weather station used for solar radiation (because few record this). In the real-time plume plotter, Plume Plotter assume the cloud cover is 100%, because there is no real-time source of cloud cover data (except by asking the user, which rarely works), and cloud cover data is used by AERMOD only at night anyway. In historical runs of Plume Plotter, the actual cloud cover is obtained from historical datasets.

Plume Plotter makes use of terrain data (OS Terrain 50) from Ordnance Survey. This is converted to DEM format and pre-processed by AERMAP (offline) to be used by AERMOD. This allows AERMOD to model dispersion correctly for the terrain.

Plume Plotter also handles building downwash. The report ([2]) states:

"The presence of adjacent buildings can significantly affect the dispersion of the atmospheric emissions in various ways. Wind blowing around a building distorts the flow and creates zones of turbulence. The increased turbulence can cause greater plume mixing. Also, the rise and trajectory of the plume may be depressed slightly by the flow distortion. This downwash leads to higher ground level concentrations closer to the stack than those which would be present without the building."

The building(s) near the incinerator stack were measured from the plans in the respective planning applications and fed to the BPIP pre-processor (offline). BPIP generated information for AERMOD to correctly model building downwash.

Stack tip downwash is also modelled. This doesn't require any effort from Plume Plotter; it is just a default option in AERMOD.

All weather data (except cloud cover) is provided by Weather Underground. The real-time Plume Plotter downloads the latest weather observations and runs AERMOD approximately every 15 minutes. For historical runs, hourly historical weather observations are used.

Maps are provided by Google (© Google).

1.14 CAD drawings to show visual impact-* please note these are still based on the previous design and height of 90m stack and maximum height of building at 43m. The stack is now taller at 95m with the building reduced by 7m. The views are still useful despite that.

Helicopter View Warnham



Information about the CAD drawing:

The CAD drawings have been produced by an experienced CAD user who has both an architectural and design background.

The drawings have been developed using the applicant's information such as the architect's drawings and sizes of buildings. These have been overlaid onto topographical data using Ordnance Survey data sets and Google Earth.

4.3 Photomontages produced to show visual impact

A264 View



Knob Hill View



Mercer Road View



Station Road View



Warnham Green View



Information about the photomontages:

The photo montages have been produced by an experienced CAD and photoshop user who has both an architectural and design background.

The photo montages have been based on the same data as the CAD model. They are camera matched to the lens used and take into account the elevation of the building and the person taking the photograph. They provide a reasonable depiction of how the incinerator might actually look.

ii <http://www.variablepitch.co.uk/stations/525/>

iii <http://www.variablepitch.co.uk/stations/150/>

iv [http://www.molevalley.gov.uk/media/pdf/o/c/Capel Incinerator Fact sheet.pdf](http://www.molevalley.gov.uk/media/pdf/o/c/Capel_Incinerator_Fact_sheet.pdf)

v <http://www.plumeplotter.com/animations/horsham/>

The Planning Inspectorate

COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable. This can be found in the notification letter sent by the local planning authority or the start date letter. Comments submitted after the deadline may be considered invalid and returned to sender.

Appeal Reference: APP/P3800/W/18/3218965

DETAILS OF THE CASE

Appeal Reference APP/P3800/W/18/3218965

Appeal By BRITANIACREST RECYCLING LTD

Site Address
Former Wealden Brickworks
Langhurst Wood Road
Horsham
RH12 4QD
Grid Ref Easting: 517058
Grid Ref Northing: 134349

SENDER DETAILS

Name

Address

Company/Group/Organisation Name

No Incinerator 4 Horsham

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- ☐ Appellant
- ☐ Agent
- ☒ Interested Party / Person
- ☐ Land Owner
- ☐ Rule 6 (6)

What kind of representation are you making?

- ☐ Final Comments
- ☐ Proof of Evidence
- ☐ Statement
- ☐ Statement of Common Ground
- ☒ Interested Party/Person Correspondence

☐ Other

COMMENT DOCUMENTS

The documents listed below were uploaded with this form:

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Petition to Planning Inspector for Appeal: APP/P3800/W/18/3218965

Dismiss the appeal for planning permission for the proposed Horsham Incinerator

We oppose plans to build a huge commercial and industrial incinerator in Horsham, West Sussex, UK.

www.ni4H.org

We respectfully request that the appeal is dismissed.

First Name	Last Name	Town	Postcode	Email to receive Ni4H News
Patricia	Daly	Crawley	RH11 0HY	
MIKE	WATSON-JONES	HORSHAM	RH13 6BE	
JULIE	WATSON-JONES	HORSHAM	RH13 6BE	
CHRIS	Holmes	"	RH13 0SE	
JAMES	HEATHER	HORSHAM	RH13 9GW	
MARGARET	ANDREWS	HORSHAM	RH12 4DT	
ANDREW	Bennett	HORSHAM	RH12 5SD	
Amanda	Reilly	Horsham	RH13 6LW	
CHARLES	THORNS	HORSHAM	RH12 2NZ	
JOHN	STAINER	HORSHAM	RH13 6SE	
PAM	STAINER	HORSHAM	RH13 6SE	
LIZ	TIMMER	HORSHAM	RH12 1LX	
VICKY	TRANNGUYEN	HORSHAM	RH12 5TP	
DAVID	TRANNGUYEN	"	RH12 3TP	
AMANDA	RUMMING	HORSHAM	RH12 2JH	
Jerry	TURNBULL	HORSHAM	RH13 5DL	
Thea	Bredie Turnbull	"	"	
ANGUS	LINCOLN	BISHEY	GU24 9ER	
Alan	Fellmore	HORSHAM	RH13 5LE	
John	Hammonds	Horsham	RH12 5TH	

No Incinerator 4 Horsham

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<https://www.change.org/p/planning-inspectorate-dismiss-the-appeal-for-planning-permission-for-the-proposed-horsham-incinerator>



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First Name	Last Name	Town	Postcode	Email to receive Ni4H News
Jane	Griffiths	Horsham	RH12 1NF	
Heather	Glenny	Horsham	RH12 2AG	
TRACY	VALENTE	HORSHAM	RH13 5HG	
Kinda	ORFI	-	RH12 2G	
Tracy	Coles	Horsham	RH12 4QT	
PHIL	NAYLOR	HORSHAM	RH12 4QD	
Emmawade	ALNIC	Horsham	RH13 5E	
FARUQ	AHMED	HORSHAM	RH13 5A	
Caroline	Phumblay	Horsham	RH12 5S	
William	Marrs			
SARAM	FLINT	Horsham	RH12 1NP	
Holly	Oddie	Horsham	RH13 5NP	
Mark	Fauler	HORSHAM	RH13 5NP	
Jim	Knoth	Horsham	RH12 5FW	
Laura	Knoth	Horsham	RH12 5FW	
Will	Summerfield	Horsham	RH12 2LP	
Keith	Smith	Horsham	RH12 2EL	
Rod	Thick	Worthing	BN12 4BB	
Ellie	Watts	Horsham	RH12 4SA	
Anna	Thick	Worthing	BN12 4BB	

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First Name	Last Name	Town	Postcode	Email to receive Ni4H News
Peter	Catchpole	Horsham	RH12 5PW	
Jane	Nash	Horsham	RH13 6EL	
FRANCE	SIMMONDS	"	RH12 4G	
ROBERT	SIMMONDS	HORSHAM	RH12 4GX	
Shanta	White	Warham	RH12 3QQ	
NEIL	SIMMONDS	HORSHAM	RH12 5EW	
Liz	KITCHEN	RUSPER	RH12 4PX	
Karen	MUNRO	Horsham	RH12 5H2	
Angela	Simms	Warham	RH12 3SE	
ELLEN	MATTHEWS	HORSHAM	RH12 2LT	
JOHN	MENHENGST	HORSHAM	RH12 5HL	
Janet	Eccles	Horsham	RH12 5HH	
Barry	Collins	"	RH12 5JA	
Susan	Culver	"	RH12 5SA	
Rob	O'Brien	HORSHAM	RH12 5HH	
Nick	Udder	Horsham	RH12 5QJ	
Viv	Sallows	Rusper	RH12 4PX	
George	Sallows	Rusper	RH12 4PX	
Lesley	Wyness	Horsham	RH13	
Andrew	Lafone	Horsham	RH12 1DD	

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First Name	Last Name	Town	Postcode	Email to receive Ni4H News
TRISTAN	RENVOIZE	HORSHAM	RH12 2QL	
CAROLYN	ARLETT	HORSHAM	RH12 2QL	
JOSIE	Hinchey	Horsham	RH12 2QB	
Ben	Taylor	Horsham	RH12 2QD	
Pippa	Page	HORSHAM	RH12 2QD	
KEVIN	RAGNER	HORSHAM	"	
Paul	SONE	"	RH13 5TE	
Lois	Bellus	"	RH13 5JN	
Mark	Edwards	"	"	
Andrew	TURNER	"	RH13 5JN	
SALLY	REEVES	"	RH13 5JS	
Shirley	Malher	"	RH13 5JX	
Judy	Marshall	"	RH13 5JY	
Dorothy	Smith	"	RH13 5JY	
Sharon	Fletcher	Horsham	RH13 5JX	
EMMA	CARLIS	HORSHAM	RH12 2ET	
RUSON	Edwards	Horsham		
Judith	Hall	Horsham	RH13 6DA	
JONATHAN	TOWNEND	HORSHAM	RH12 2ET	
KYNDRA ASKBY		Horsham	RH13	

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First Name	Last Name	Town	Postcode	Email to receive Ni4H News Optional, unsubscribe anytime
Olivia	Loona	Horsham	RH13 5AJ	
Olivia	Clavin	Horsham	RH13 5DJ	
Ben	Vanet	Horsham	RH13 5T2	
Anna	Slone	Horsham	Bn 7	
Leri	Carpenter	Craydon	CR29 9ND	
Jean	Smith	Horsham	RH12 1SF	
DAAPHNE	MAVIES	Horsham	RH12 1SS	
Rosemarie	Parks	HORSHAM	RH12 4AW	
STEPHEN	FORD	HORSHAM	RH12 5HT	
Leigh	Roberts	Horsham	RH13 5RY	
ANGELA	GIBSON	HORSHAM	RH13 5ST	
JOANNA	FOSSEY	HORSHAM	RH13 5SZ	
Linda	Slattery	HORSHAM	RH12 4LF	
GAYNOR	COOPER	HORSHAM	RH13 6DG	
SUSAN	GARMAN	HORSHAM	RH12 1DA	
MAIC	LANE	Horsham	RH12 5HD	
FREDDY	LANE	HORSHAM	RH12 5HA	
ELIZABETH	LOBB	HORSHAM	RH12 1JT	
SINNOY	LOBB	HORSHAM	RH12 1ST	
MIRYAM	FARREN	HORSHAM	SE5 9AZ	

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No Incinerator 4 Horsham

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First Name	Last Name	Town	Postcode	Email to receive Ni4H News
Adam	Midderigh	Horsham	RH12 2AS	
Hazel	Hatton	Horsham	RH13 0JD	
Edward	Hatton	Horsham	RH13 0JD	
Tvdi	Robb	Horsham	RH14 9HY	
Rachael	Tester	Horsham	RH13 5HB	
Lwag	Killner	Horsham	RH13 8PY	
Grace	Carter	Horsham	RH12 4JP	
Sasha	Woknera	Horsham	RH20 4PJ	
Harry	Huddstone	Horsham	RH13 7TE	
Sally	Steele	Denford	DN22 7BP	
Frances	Lines	Horsham	RH12 2CT	
Eva	Wrenwood	Coolham	RH13 8QP	
Sally	Wrenwood	Coolham	RH13 8QP	
See	Thomas	Waduker	RH12 5QX	
David	Woollett	Horsham	RH12 2BA	
Christine	Woolker	Horsham	RH12 2BA	
Colerine	Goodman	"	RH13 6S	
BARBARA	LANAN	HORSHAM	RH12 2AX	
Margaret	Lawes	Horsham	RH13 5ER	
Eolite	Eade	Horsham	RH12 5HA	

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First Name	Last Name	Town	Postcode	Email to receive Ni4H News Optional, unsubscribe anytime
Alex	Tamer	Horsham	RH138BN	—
Richard	Yates	Horsham	RH128NU	—
Nigel	Steele	Tonbridge	TN11 0HY	—
Hayley	Forsyth-Magee	Thatcham	RH20 3ES	—
James	Magee	Thatcham	RH20 3ES	—
TJ	Scott	HORSHAM	RH13 5BZ	—
Russell	Scott	HORSHAM	RH13 5BZ	—
Delphine	Haren	HORSHAM	RH13 5TH	—
Ellor	Raun	HORSHAM	RH13 5TH	—
Mariana	Serra	Horsham	RH13 5BN	—
LOUISE	HUMES	HORSHAM	RH12 4TZ	—
DUNLAN	STEELE	Hillingdon	UB10 0ED	—
RACHEL	HOUNSOME	HORSHAM	CH12 2AN	—
Darvy	O'Keefe	Horsham	RH12 5TH	—
Jenny	LAVERK	Horsham	RH12 4AN	—
Gillian	Steele	Auckland	0622	
Charles	Steele	"	"	
Ayano	Lusuda	"	"	
Mark	Hall	Horsham	RH12 2PD	
Alia	Walker	Horsham	RH12 3RZ	

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<https://www.change.org/p/planning-inspectorate-dismiss-the-appeal-for-planning-permission-for-the-proposed-horsham-incinerator>



Petition to Planning Inspector for Appeal: APP/P3800/W/18/3218965

Dismiss the appeal for planning permission for the proposed Horsham Incinerator

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www.ni4H.org

We respectfully request that the appeal is dismissed.

First Name	Last Name	Town	Postcode	Email to receive Ni4H News Optional, unsubscribe anytime
DUNCAN	VERLEY	HORSHAM	RH13 5PX	
Tim	LE MARE	HORSHAM	RH13 0NJ	
EILEEN	YEO	HORSHAM	RH13 0NJ	
Jade	Naiman	Southwater	RH13 9UG	
Sa	Newman	Southwater	U	
GINA	NEWHAM	FIELD	RH11 2AR	
Marianna	Lainio	Horsham	RH12 4Z	
Trish	Fitzroy	Horsham	RH12 4TD	
Alex	Nicholls	Horsham	RH12 4TD	
Margaret	Bevan	Horsham	RH12 1TN	
KARL	SPENDLOVE	HELFIELD	BOS 9FQ	
Darlen	Thompson	CAMULEY	RH10 5BQ	
JOHN	LETHAM	HORSHAM	RH12 5GG	
SARAH	LETHAM	HORSHAM	RH12 5GG	
CHARLIE SPENDLOVE	SPENDLOVE	HELFIELD	BOS 9FQ	
WENDY	STANBRIDGE	HORSHAM	RH12 2EZ	
KAREN HARPER	HARPER	HORSHAM	RH12 5HA	
BRIAN	PROSS	U	RH13 5L	
LIVING	SAGG	Horsham	RH13 5RU	
Bernadette	Sagg	HORSHAM	RH13 5RU	

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First Name	Last Name	Town	Postcode
JOHN	CHILVERS	HORSHAM	RH12 2QJ
BARRIE	HARLOW		RH12-2Q
JOSHUA	REID	HORSHAM	RH12 2QJ
Geoffrey	BARTLET	Horsham	RH12 3J
Joseph	Barr	Horsham	RH13 5SG
PAM	TEDDER	HORSHAM	RH12 1KA
MAURIC	REEVES	HORSHAM	RH13 5SS
Erica	Brown	DOCKING	RH5 5PP
Irene	Russell	Horsha	RH13 5ST
Claudia	Loung	Horsham	RH13 5F
Kevin	THOMAS	Horsham	RH13 5EP
NIGEL	SCOTT	HORSHAM	RH13 5LJ
Jack	PETTERIDGE	HORSHAM	RH13 5PU
Amanda	TAYLOR	HORSHAM	RH13 5JQ
Kya	Pinch	Horsham	RH13 5JX
Leona	Pinch	Horsham	RH13 5JX
Chie	Spicer	11	RH13 5JY
Sarah	Hume	Horsham	RH13 5JF
Hazel	Garner	Horsham	RH13 5JW
URSULA	BINGHAM	HORSHAM	RH13 5SS

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First Name	Last Name	Town	Postcode	Email to receive Ni4H News Optional unsubscribe anytime
Jelen	Bonder	Horsham	RH13 5ET	
JUTBIR	WARE	HORSHAM	RH13 5ET	
Mme	AMARASEKERA	Horsham	RH13 5EA	
Arthur	MASTON	Horsham	RH13 5EA	
Sarah	COONS	Horsham	RH13 5EA	
Michelle	Young	Horsham	RH13 5SH	
Tim	Cruickshank	Horsham	RH13 5DZ	
Rebecca	Elder	Horsham	RH13 5DZ	
Robert	Ozanne	Horsham	RH13 5DQ	
Richard	Jaffe	Horsham	RH13 5DQ	
Melissa	Jaffe	Horsham	RH13 5DQ	
Timothy	Jaffe	Horsham	RH13 5DQ	
Dennis	Jacob	Horsham	RH13 5DQ	
Jonathan	Jaffe	Horsham	RH13 5DQ	
Nel	Mart	Horsham	RH13 5DZ	
Anthony	Lecker	Horsham	RH12 2NL	
Stephanie	Lyons	Horsham	RH12 2NL	
Geoffrey	BRAGG	Southwater	RH13 9XX	
Anthony	Littlewood	Horsham	RH12 2ED	
lele	ALLRED	Horsham	RH13 5AR	

No Incinerator 4 Horsham

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First Name	Last Name	Town	Postcode
Andy	HUT-	HORSHAM	RH13 6EQ
JAYNE	HALLAM	HORSHAM	RH12 2JY
DUNCAN	HALLAM	HORSHAM	RH12 2JY
ANITA	SCOTT	HORSHAM	RH13 5SZ
NATALIE	OWEN	"	RH13 6RT
JULIAN	VOUGER	HORSHAM	BK16 8EF
Freda	VOUGER	HORSHAM	BK16 8EE
STEVEN	RUSSEN	HORSHAM	RH13 6RL
Jane	MURRAY	HORSHAM	RH12 1UP
Simon	HOLLAND	HORSHAM	RH12 1UP
Nine	BARBER	HORSHAM	RH12 5FW
BEN	SAYSON	HORSHAM	RH12 4E
ROBERT	HOLLOWAY	HORSHAM	RH13 6E
VIGOR	GATES	HORSHAM	RH13 6E
RICHIE	HATFIELD	ALFOLD	GU6 8ET
IMAN	MURRAY	"	"
SIAM	PURKETT	HORSHAM	RH13 5SZ
OMAR	AMORES	HORSHAM	RH13 5SZ
NIGEL	HILLMAN	HORSHAM	RH12 1BZ
JOHN	ROBINSON	HORSHAM	RH12 1HY

No Incinerator 4 Horsham

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First Name	Last Name	Town	Postcode
ANDY	GILLET	HORSHAM	RH12 3SA
MICHAEL	SYMES	"	RH12 2QL
AMY	MARTIN	"	RH12 2JF
JASON	MARTIN	"	RH12 2JF
Lin	PETERS	"	RH12 3LJ
BEN	ORR	BEARE GREEN	RH14 4PZ
Bina	ORR	"	"
Benjamin	mills	Horsham	RH12 4LP
KAREN	milne	Horsham	RH12 4HE
PAUL	SMITH	"	RH13 9SW
Michael	ELWELL	Horsham	RH13 5GJ
GRAHAM	MORRISON	HORSHAM	RH12
GERALDINE	GUTHRIE	CRANLEY	RH11
KATE	HAINSWORTH	HORSHAM	RH12 5PA
Howard	HAINSWORTH	Horsham	RH12 5PA
Mike	CHEMMANUR	Horsham	BIV5 9X
TOOJEE	SHARH	HORSHAM	RH12 1ED
Sarah	CETNO	Horsham	RH14 4TW
Dean	Trickett	"	RH12 1HE
Katy	HUTT	"	RH13 6EC

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First Name	Last Name	Town	Postcode
William	Johnson	Horsham	RH13 9GP
Claire	Stark	Crawley	RH10 1QZ
Darren	Mawbey	Horsham	RH12 5HS
Sharon	Hearther	Horsham	RH12 3GZ
Sueclim	Mander	Biltinghurst	SH14 9RT
Tennie	Lochwood	E. Grinstead	RH19 2AT
Angela	Tamm	Seaford	BN25 1FD
Paul	Hughes	"	"
Mel	McConnell	Horsham	RH13 5DE
Kate	McConnell	Horsham	RH13 5DE
	Smith	Littlehampton	BN17 6ER
Carey	McAwarney	Horsham	RH12 3SL
Yvonne	MMS	Horsham	RH12 2EX
Charlotte	Desmoyers - Davis	" "	" "
Vince	Edwards	Horley	RH6 9XX
Kate	Skerry	Horsham	RH13 5TH
Rachel	Macrae	"	RH12 1RP
Adam	Murray	Horsham	RH12 2VP
Lucy	HOLT	Reading	RG4 7BL
Brenda	Epicom	Horsham	RH13 6JB

No Incinerator 4 Horsham

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First Name	Last Name	Town	Postcode	Email to receive Ni4H News
JILL	CLARKE	HORSHAM	RH13 5LD	
Geoff	Gough	Horsham	RH12 2EH	
Darren	Each	"	RH12 2QL	
Emily	Harrogate	"	RH12 2JG	
Stephen	Watts	Horsham	RH12 5	
ANNE	JOHNSON	"	RH13 5	
David	Jackson	"	RH13 5SP	
Mark	CRAWLEY	"	RH13 5SP	
Natalie	"	"	"	
KEVIN	O'SULLIVAN	"	RH12 1SS	
GRAHAM	SAYERS	"	RH13 5SL	
Michael	James	"	RH13 5BX	
John	Burton	"	RH13 5SJ	
Darren	Nye	"	RH13 5JT	
Julie	Bridgman		RH13 5JN	
Lisa-Marie	Bethiss	"	RH13 5JP	
Tara	Beckford	"	RH13 5J	
Claire	Edwards	" "	RH13 5J	
Sarah	Smith	"	RH13 5JP	
Angie	Bell	Horsham	RH13 5JN	

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First Name	Last Name	Town	Postcode	
ANGELA	BRITAIN	HORSHAM	RH12 2ES	
Ken	Bellin	u	u	
Laura	Brown	Horsham	RH13 5EA	
Nancy	Evans	Horsham	RH13 5LE	
G	WILKIN	u	RH13	
C	u	u	u	
R	WILKIN	Horsham	RH13	
J.	Jay	Horsham	RH13 5SR	
Lore	CLARKE	Horsham	RH12 2SA	
G.	Prudger	Horsham	RH13 5EV	
Amelie	ROBBINS	HORSHAM	RH13 5EF	
Nick	ROBBINS	HORSHAM	RH13 5EF	
Guilherme	Groar	Horsham	RH12 3PJ	
John	Taylor	Horsham	RH12 2BH	
Lee	Page	Horley	RH6 9TX	
Chris	Jones	Horsham	RH12 1HT	
Hannah	Henry	Horsham	RH12 1JX	
Carrie	Jones	Horsham	RH13 5BV	
David	Kennedy	Horsham	RH13 5SD	
Alison	Kennedy	Horsham	u u	

No Incinerator 4 Horsham

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Jenny	Memp	Horsham	RH12 2NX	
Emma	Smith	Southwater	RH13 9ET	
Kelli-Anne	Trigley	Horsham	RH13 5SU	
Kelly	Davies	Horsham	RH13 5LQ	
Donovan	Petit	Horsham	RH12 1TP	
Jo	McCulloch	Horsham	RH12 4BT	
Terry	DAVIES	CRAWLEY	RH10 7HW	
Imogen	Hyson	Horsham	RH12 4PS	
ETHAN	Valentine O'Connell	Horsham	RH13 5JE	
Lydia	Morris	Horsham	RH12 4RU	
Tyrone	Lopez	London	SE4-202	
Ben	Horsey	Horsham	RH13 6BQ	
Hayley	Hubble	Horsham	RH13 6BQ	
MARTIN	LOFTY	HORSHAM	RH12 5AT	
Lawrence	Davies	Horsham	RH13 6EG	
Sandra	Clark	WORTHAM	EN9 1QP	
Rita	Clark	Abbey	EN9 1QV	
Alan	Fawley	Horsham	RH12 5JL	
Reta	Fawley	Horsham	RH12 5JL	
AARON	WILLMOTT	HORSHAM	RH13 5BX	

No Incinerator 4 Horsham

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First Name	Last Name	Town	Postcode	Email to receive Ni4H News Optional, unsubscribe anytime
TERENC	FILE	HORSHAM	RH12 1TR	
ALASTAIR	BRUCE	"	RH13 6ED	
JO	CHEN	"	RH12 4BD	
M	BURKE	"	RH13 6JL	
J	SMALLWOOD-BROWN	"	RH12 1AE	
Pross	Flint	"	RH12 5TH	
Reece	William	"	RH12 4HT	
PHILIP	TURNER	- " -	RH12 3TY	
KAREN	NICHOLS	- " -	RH12 2NT	
Rosemary	LATHAM	"	RH12 4ST	
Alex	ZHDANOV	- " -	RH12 5YE	
PERKINS	MCCOY	"	RH12	
LEWIS	GAVIN	"	PO22 1SX	
LAURA	KING	"	PO22 7SX	
SUSAN	SHARD	CRAWLEY	RH10 3YA	
DAVID	PREES	LONDON	E5	
Em	ANGL	HORSHAM	RH12	
Tamara	Spence	Stampham	RH20 3HG	
Robin			RH12 1JL	
Mich.	Rob	Horsham	RH12 1UL	

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NICK	PETERS	HORSHAM	RH12 2SA	
Barry	KEEN	HORSHAM	RH12 4BJ	
PULH	LAING	HORSHAM	RH12 3JS	
B.	GRIGG	CRAWLEY	RH11 7HW	
E	LEE	HORSHAM	RH13 5TS	
N	FORTH	HORSHAM	RH12 1BZ	
D	FORTH	HORSHAM	RH12 1BZ	
Sue	Lennon.	Cogleton.	CV12 4TX.	
Kevin	Ford	Crawley	RH10 7WA	
Sue	Keeping	Horsham	RH12 5HF	
Sharon	Gorman	Horsham	RH12 5HF	
Shereen	Langer	Horsham	RH12 4BR	
Sandra	Graham	Horsham	RH12 5XF	
Deeann	MAGUIRE	Horsham	RH12 4ET	
John	MACUIRE	Horsham	RH12 4ET	
Parren	Maguire	Horsham	RH12 4ET	
David	SCOTT	HORSHAM	RH13 5ZF	
Philipp	Weiss	Horsham	RH12 2HJ	
Emma	Weiss	Horsham	RH12 2HJ	
Toby	BROWN	CRAWLEY	RH11 8NF	

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ISRAEL	GOMES	SLAINES	TW184YR	
JAL	NANTON	ANICKOCK	PO202FQ	
RUSABETH	MOORE	RODMILL	RH116TZ	
KIBAN	MOORE	RODMILL	RH116TZ	
CLARE	SMITH	HORSHAM	RH136DH	
PAUL	JANUARY	HORSHAM	RH122BG	
MICHAEL	GRADEN	HORSHAM	RH125G	
CATHERINE	SPEDON	HORSHAM	RH125GF	
DAN	DON	HORSHAM	RH124AB	
DAVID	HARRISON	HORSHAM	RH124H	
MAMU	AVIS	WORTHING	BN14 0BJ	
GILL	AVIS	WORTHING	BN14 0BJ	
Marten	Zimmermann	Horsham	RH121TP	
Victoria	Danko	Horsham	RH121TP	
Georgia	Barber	Horsham	RH125WS	
Martin	Brake	//	//	
Elliot	manen	Horsham	RH121XA	
Rene	Day	//	RH125W	
Angela	Benjaff	Horsham	RH125W	

Barrie Benjaff HORSHAM RH15XL

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SEAN	O'REGAN	CRANLEY	RH10 6ES	
CHIRAG	THAKKAR	HORSHAM	RH12 2QL	
SHRADDHA	THAKKAR	HORSHAM	RH12 2QL	
ROBERT	WATKINS	HORSHAM	RH12 2QS	
MAITEEN	PECKERT	HORSHAM	RH12 2QS	
GEORGINA	HENDRICKS	HORSHAM	RH12 2QB	
ALICE	PARSONS	HORSHAM	RH12 2GB	
KATHY	LISTER	FAYGATE	RH12 4SQ	
JANE	RALSTON	HORSHAM	RH12 2QB	
PATSY	POUNTNEY	HORSHAM	RH12 2AD	
ALISON	HIRONS	HORSHAM	RH12 2QD	
LANDUAN	MATTHEWS	HORSHAM	RH12 2QL	
SONIKA	PRICE	HORSHAM	RH12 2JD	
NICOLETTA	TURCI	HORSHAM	RH12 2JD	
WENDY	CRIMES	HORSHAM	RH12 2JD	
REBECCA	STAINFAN	HORSHAM	RH12 2JG	
ALEX	RUFFELL	HORSHAM	RH12 2JG	
WYVY	SHEPHERD	HORSHAM	RH12 2JG	
CLARE	MEAGHER	HORSHAM	RH13 5SL	
JERRY	PAGE	HORSHAM	RH13 5SL	
VICKY	THORN	HORSHAM	RH13 5BX	

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Ullrich	Ullrich	Horsham	RH13 5TH	
J. Cooksey		Horsham	RH13 5JS	
Lorna	Jacob	"	RH13 5JS	
Kerrin	Lynda	"	RH13 6EW	
Valene	Flavel	"	RH13 6EL	
M Taylor	Taylor	"	RH13 6EW	
MARGARET	MARCHANT	"	RH13 6EW	
JAMES	MARCHANT	"	RH13 6EW	
Zoe	Lavender	"	RH13 6EL	
PAUL	WILLIAMS	"	RH13 6BA	
HELEN	BADEN	"	RH13 6BN	

No Incinerator 4 Horsham

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[illegible]

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The Planning Inspectorate

COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable. This can be found in the notification letter sent by the local planning authority or the start date letter. Comments submitted after the deadline may be considered invalid and returned to sender.

Appeal Reference: APP/P3800/W/18/3218965

DETAILS OF THE CASE

Appeal Reference APP/P3800/W/18/3218965

Appeal By BRITANIACREST RECYCLING LTD

Site Address
Former Wealden Brickworks
Langhurst Wood Road
Horsham
RH12 4QD
Grid Ref Easting: 517058
Grid Ref Northing: 134349

SENDER DETAILS

Name MR RICHARD PARK

Address
2 Chaffinch Close
HORSHAM
RH12 5HA

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- ☐ Appellant
- ☐ Agent
- ☒ Interested Party / Person
- ☐ Land Owner
- ☐ Rule 6 (6)

What kind of representation are you making?

- ☐ Final Comments
- ☐ Proof of Evidence
- ☐ Statement
- ☐ Statement of Common Ground
- ☒ Interested Party/Person Correspondence
- ☐ Other

YOUR COMMENTS ON THE CASE

Here we go again, hasn't Britaniacrest got the message, Horsham does not want an incinerator.

As I said before during the planning application, more emphasis should be directed to recycling, re-usage and repair. The days of the throwaway society are long gone. Products should be manufactured with recycling in mind, and consumers should vote with their feet and not buy products that cannot be recycled at the end of their life.

If recycling increases then the need for incineration will reduce, and as incinerators have to operate 24 hours a day and 7 days a week to be cost effective, then they will end up importing material to burn, especially as other European countries are cutting back on incineration.

It will also damage the landscape & add pollutants into the atmosphere, of which Britaniacrest and their advisers have been less than truthful about.

It's time that Britaniacrest got the message they are not good neighbours, putting profit before people. Their proposed incinerator is not wanted in Horsham!

Richard Park

From: sally pavey [REDACTED]
Sent: 13 February 2019 10:37
To: helen.skinner@pins.gsi.gov.uk
Subject: Incinerator Appeal

**Warnham Lodge Farm
Mayes Lane
Warnham
West Sussex RH12 3SG**

13th February 2019

Sent by Email: helen.skinner@pins.gsi.gov.uk

Helen Skinner,
The Planning Inspectorate,
Room 3/J, Temple Quay House,
2 The Square,
Bristol BS1 6PN

Dear Ms Skinner

Re: Incinerator Appeal at the former Wealden Brickworks, Langhurstwood Road, Horsham RH12 4QD. West Sussex County Council's planning register (reference WSCC/015/18/NH)

We would like to strongly object to the proposed incinerator by Britaniacrest for the following reasons:

Visual Impact

The chimney of the brickworks is 26.5m high. The proposed incinerator building will be taller than this chimney some 35.92m in height.

The building will be bigger than Horsham's shopping center, Swan Walk, and taller than the brickworks chimney, 26.5m.

It will be seen from far and wide, including areas of outstanding natural beauty.

The site is too small for what is proposed in the way of an incinerator and the landscape planting.

Light Pollution

For the CAA to demand middle and top of the stack is lit at night is due to flight paths. The CAA would not be demanding such comprehensive lighting if the routes did not go over the proposed site. The site would become a permanent hazard for all aircraft.

The stack will be lit like a Christmas tree producing significant increase in light pollution from the plant and the skyline.

Recycle

WSCC have shown a 2% increase in recycling and so to burn would captivate the council into long term contracts to keep a hungry incinerator burning. It is inevitable that recycling will drop, as is the case in London.

The Biffa bio-mechanical digester that taxpayers paid for to deal with household waste will virtually become redundant as the proposer has stated that they intend to burn black sack waste as well as industrial.

Burning waste is short sighted and damaging to the long-term prosperity to the planet on demands for resources.

WSSC taxpayers paid for the Biffa biomechanical digester, and am told by Britaniacrest at their exhibition that this would become redundant due to the incinerator.

Noise Pollution

As the site will be 24/7 it will create noise above the ambient noise enjoyed by rural areas of 30-35dB. This ambient noise levels decrease at night.

Flue Stack

At the Britaniacrest exhibition the organisers detailed that the stack will be similar to a plant in Cornwall. This plant has two larger chimneys and so what is proposed seems to be questionable to its final proportions and subsequently visual impact as it is suggested that the chimney will be far bigger than illustrated by the proposer.

Not Needed

It would seem that West Sussex already has given planning permission for an incinerator at Ford in 2014. With an incinerator already permitted to be built on the coast it is highly questionable why an incinerator is needed on the edge of the county.

<http://www.bbc.co.uk/news/uk-england-sussex-28486588>

Air Quality

The air quality is declining in the area due to the congestion surrounding our parish. Lack of investment in highways means that we are subjected to cut through traffic on our country lanes every day bring car pollution to our rural doorsteps. WSSC in their recent Connect magazine detailed that vehicles, 80% of nitrogen dioxide concentration at the roadside is caused by road transport.

This proposal would bring lorries on the dangerous A24, congested A264, A29, M23, and so the list goes on, as waste will be imported into Horsham to burn.

It is clear that the small particles are not captured by the current levels of air quality and thus are seen to be causing breathing issues, especially in the young and old.

The proposals for an incinerator does not meet WSSC waste plan:

Strategic Objective 5: *to make provision for a new transfer, recycling and treatment facilities as close as possible to where waste arises.* The scale and throughput of the proposed plant is incompatible with the disposal of local waste and will attract material from outside of the county.

Strategic Objective 10: *To protect and, where possible, enhance the natural and historic environment and resources of the County.* There is no element of the proposals that will enhance the natural environment.

Policy W11: Character. *Proposals for waste development will be permitted provided that they would not have an unacceptable impact on: (a) the character, distinctiveness, and sense of place of the different areas of the County.....*

The proposal will have a dramatic effect on the character of Horsham and so we believe it does not meet the criteria.

Policy W12: High Quality Developments. *Proposals for waste development will be permitted provided that they are of high quality and, where appropriate, the scale, form, and design (including landscaping) take into account the need to: (a) integrate with and, where possible, enhance adjoining land-uses..... (b) have regard to the local context including: (iii) the topography, landscape, townscape, streetscape and skyline of the surrounding area; (iv) views into and out of the site.*

This incinerator clearly does not meet this requirement.

Operations

Britaniacrest have made it clear that they do not intend to run the site and so we are very concerned about the on going operation of an incinerator as previously experienced with the landfill site before Biffa took over.

Not linked to the national grid

Unlike Germany, which has linked its incinerator to the national grid, there are no plans to do this with this proposal or funding, we therefore presume that it would fall to the taxpayer to pay for any infrastructure that would be required.

Yours sincerely

Sally and Ronnie Pavey

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Jane Moseley

From: Steven Peskett [REDACTED]
Sent: 11 February 2019 10:46
To: helen.skinner@pins.gsi.gov.uk
Cc: [REDACTED]
Subject: ref: APP/P3800/W/18/3218965

Good morning

I'm writing this email as I am completely and utterly opposed to the building of an Incinerator in Horsham. As a local resident I feel compelled to make my feelings clear to WSCC.

The planned Incinerator is problematic on many levels. Firstly the damage to the landscape in the area of the proposed Incinerator is already an eye-sore. Travelling south on the A24 you can clearly see the site and the mountain that already has been built. It is horrendous! I have driven the route all my life and have seen the area destroyed. Adding to this seems nonsensical.

I live in Warnham, not too far from the proposed site, and I am deeply concerned about the air quality being polluted by this monstrosity. My daughter attends Warnham Primary School and I know that both parents and the School are deeply worried about the proposal. It seems that West Sussex County Council don't care about the school children if they are even considering building this site so near to them. I just cannot stress enough how this incinerator will change the surrounding areas.

The visual impact of the site is a major factor. We do not live in an Industrial area so why change that? By building something so tall you will be changing the view for the worse for miles around.

What about the extra traffic? Horsham is already struggling with the extra traffic that the extra homes you have brought to the area. Why start adding large vehicles into the mix? It's just not feasible.

The lies being told that this incinerator will deal with our rubbish is nonsense. This incinerator is purely a money making machine for a large company and we as local residents will suffer because of it.

I lost my trust in WSCC a long time ago when you stood by, did nothing, and watched on as Gatwick Airport ran amok in the skies above us. Yet again it seems that WSCC is bowing down to business and the large cheque that follows it with no concern for those your decision will effect.


If you let this monstrosity be built then I am deeply concerned with both HDC and WSCC. Horsham has been ruined over the years with poor planning and unnecessary building and this seems to adding to it.

Many thanks for your time
Steven Peskett

48 Friday Street
Warnham
West Sussex
RH12 3QX

Steven Peskett | Photographer

Friday Street Media Ltd



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From: T Peters [REDACTED]
Sent: 19 February 2019 11:30
To: helen.skinner@pins.gsi.gov.uk
Subject: Appeal reference APP/P3800/W/18/3218965

Helen Skinner
The Planning Inspectorate
Room 3/J, Temple Quay House
2 The Square
Bristol
BS1 6PN

Re: Planning appeal reference APP/P3800/W/18/3218965
Former Wealden Brickworks, Langhurstwood Road, Horsham RH12 4QD.

Dear Ms Skinner

I wish to make representation reasons to support the West Sussex County Council (hereafter WSCC) decision for the refusal of planning permission for the above mentioned application.

Siting the incinerator in Warnham will be contrary to the WSCC Waste Local Plan 2014 Strategic objective 10 - To protect and, where possible, enhance the natural and historic environment and resources of the County.

I appreciate that WSCC has decided not to defend this point at appeal as a continued reason for refusing planning permission but this is perhaps the main area of concern of local residents in regard to the impact on the local and neighbouring communities. Whether WSCC think that they can defend it or not is beside the point, their current and future residents will suffer adversely because of direct or cumulative air quality impacts. Building and operating a commercial waste incinerator will have a negative impact on air quality, even if current guidance deems this level of negative impact acceptable (future science may not share this view). However, not building and operating one will have no negative impact on the future health of residents.

Within the vicinity of any incinerator the potential exposure pathways for toxic pollutants include the following:

- Continuous exposure over decades to relatively low pollutant concentrations in the air – when the incinerator is operating under “standard” conditions.
- Intermittent exposure to higher pollutant concentrations in the air – when the incinerator is operating under “non-standard” conditions and breaching emission limit values (for continuously monitored pollutants this is permitted to last for up to four hours per session and a total of 60 hours annually; for dioxins, furans and heavy metals this may go undetected for 6 months)
- Intermittent exposure to higher pollutant concentrations in the air – while the incinerator is being commissioned (this may be due to temporary failures in combustion and emissions control technology, a need to bypass emission controls, operator error, or other faults)
- Exposure to pollutants contained in food that has been produced on local allotments and farms (e.g. fruit, vegetables, eggs, and dairy products)
- Exposure to pollutants resulting from an accident, such as a fire or explosion
- Accidents involving the handling and transportation of fly ash and top ash

I believe that siting an incinerator of this type adjacent to, and upwind of, a residential area shows a disregard for the health of residents of North Horsham. Additionally, the site will directly impact

the future residents of the new North Horsham development which will include a new secondary school where children, even if not resident in the area, will be subjected to 5 years exposure on a near daily basis. Furthermore, if exposure to pollutants does result in traceable harm to residents it leaves both Horsham District Council and WSCC exposed to future legal challenge over the siting and approval for a commercial waste incinerator.

Additionally in the guidance on the incineration directive [DEFRA, 2004] and as mentioned above it is recognised that commissioning of a new plant will result in periods of abnormal operation, which exceed the emission limits. It is stated that “the Government believes that a strict compliance is not achievable during this period”. I am not so sure that such guidance statements as “periods of abnormal operation” will come be a great comfort to local residents having to breathe this low quality air. I honestly cannot believe anyone in a position of influence on planning matters would even think twice before rejecting this appeal based on its impact to local air quality alone.

Climate change

The National Planning Policy as explained in the WSCC waste local plan point 4.3.2 states “The NPPF sets out three key dimensions to sustainable development: economic, social, and **environment**. In order to achieve sustainable development, there is a need to take on a role that embraces these dimensions together as they are mutually dependant.” Siting a commercial waste incinerator in North Horsham will be contrary to WSCC complying with this point.

We can all relate to recent images of emaciated polar bears starving to death in the ever decreasing Arctic Circle, or to David Attenborough’s statement in December 2018 that Climate Change is mankind’s greatest threat. Key contributors to Climate Change are the greenhouse gases and chief amongst those is carbon dioxide (CO₂). It is indisputable that burning rubbish in an incinerator creates greenhouse gases and emits CO₂.

Recent news headlines on the impacts of Climate Change.

- BBC News 6th February 2019 Climate change: World heading for warmest decade, says Met Office
- BBC News 15th February 2019 Climate strike: Schoolchildren protest over climate change
- Guardian newspaper 8th October 2018 We have 12 years to limit climate change catastrophe, warns UN

Britaniacrest’s own application shows a CO₂e output of 51,000 tonnes per annum. They claim that this will be offset due to the electricity produced which would otherwise have come from “conventional power stations”.

However, the fact is that the national grid is rapidly switching from “conventionally” fuelled power generation to renewable power sources such as wind, solar and tidal energy. Currently renewable energy sources provide around 20% of power for the national grid but on some days this can spike to over 50%.

Furthermore, with the Government committing to phase out coal-fired power stations by 2025 and with up to 75% of power coming from renewable sources by 2030 the suggested “savings” from a 3R type facility rapidly change to become just net CO2e emissions. Within 10 years of building this facility it will have become a net drain on resources and WSCC will be paying to deal with the literal and metaphorical fallout.

Lastly, it is entirely reasonable to expect a significant proportion of the waste sent for incineration to be made of, or containing, plastic. In 2018 HM Government looked at the case for burning vs. burying of plastic waste in particular and the environment minister Therese Coffey told the Commons: "In environmental terms, it is generally better to bury plastic than to burn it."

In light of the reasons above and the many others who have given you sound reasons for doing so, I respectfully ask that you uphold the decision of the planning committee, dismiss the appeal and refuse this application.

Yours sincerely

Timothy Peters MCIPS

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