

**WSCC CONSULTATION RESPONSE:
County Planning – Minerals & Waste Planning Authority**

TO:	Arun District Council Case Officer: Hebe Smith
DATE:	30 January 2026
LOCATION:	Hangar 2, Ford Airfield Industrial Estate, Ford, BN18 0XL
SUBJECT:	F/1/26/PL - Replacement of existing cladding, installation of new roller shutter doors and alterations to the fenestration. This application is in CIL Zone 2 (Zero Rated) as other development.
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☒ No Objection ☐ More Information ☐ Refusal

Waste Policy

It is essential that existing waste facilities and allocated sites are safeguarded as they make an important contribution to the management of waste arising in West Sussex.

National Planning Policy for Waste (2014) seeks planning applications for non-waste development to ensure that the likely impact upon existing waste facilities and allocations are acceptable, and do not prejudice the implementation and operation of such facilities. This is reflected in Policies W2 and W10 of the West Sussex Waste Local Plan (2014)('WLP'), Policy WM DM1 of the adopted Arun Local Plan, and Policy EE3 of the Ford Neighbourhood Plan.

In this case, key waste facilities safeguarded by planning policy proximate to the proposed development include:

- **New Circular Technology Park (CTP)**, Ford - Permitted for a thermal treatment plant (WSCC/096/13/F), to date part implemented and operated by Grundon as a Materials Recycling Facility with a limited throughput of waste. A new access road and increase in HGV movements was also approved (ref. WSCC/027/18/F) which routes all HGVs along the shared airfield access to Ford Road. This site is also allocated in the WLP 2014 (Policy W10), known as 'Site North of Wastewater Treatment Works, Ford'.
- **Ford Materials Recycling Facility (MRF)**, Ford Airfield, Ford Road, Yapton – operated by Biffa (WSCC planning permission ref. F/19/05 as varied by WSCC/009/16/F)
- **Ford Wastewater Treatment Works**, Ford Aerodrome – Southern Water (refs. F/7/99 as varied by F/16/05, and WSCC/051/12/F)

A 'Waste Infrastructure Statement' has been submitted, that acknowledges the adjacent building/area within the wider Circular Technology Park (CTP) site is currently a permitted waste management development. A 'Planning and Design & Access Statement' has also been submitted that provides further background for the proposals.



These state;

"The proposed development would enable one of the units on the site to be restored to operational capacity while allowing the waste facility to continue operating without description;

"While the proposal is sited on the Ford Circular Technology Park presently used by West Sussex County Council for minerals and waste management as a Strategic Allocation site. Vehicular access and egress onto the Ford Road is to be shared by operational vehicles during and post-construction, the appropriate mitigation will be implemented to minimise as far as possible, the potential effects identified to future occupants of the neighbouring waste and recycling facility."; and

"The proposed development is separate from the waste permission and will not alter any the permitted operations at the wider site. Traffic movements associated with Hangar 2 are already permitted and will not exceed the expected level."

Whilst it is accepted that B2 activities are likely to be less sensitive and compatible with the adjacent, part implemented, waste facility, no details of 'appropriate mitigation' have been identified. It should also be noted that extant legal agreements (as part of WSCC/096/13/F and WSCC/027/18/F) require vehicular access to the Circular Technology Park (CTP) only via the access to the southeast corner of the site, and prescribe the hours, routing and maximum number of HGVs entering/exiting the CTP as a whole (i.e. inclusive of Hangar 2, the subject of the current application).

Given the limited information provided, and noting that HGV movements to the CTP as a whole are required to 'share' daily maximum HGV numbers, WSCC, as MWPA, note that the proposed development could facilitate re-establishment/intensification of B2 uses on the site. This could prejudice the full delivery and operation of permitted waste management facilities and/or the future development of a strategic allocation site identified in the WLP (Site north of Wastewater Treatment Works, Ford), and conflict with WLP Policies W2 and W10.

However, it is accepted that Hangar 2 is separate/excluded from the red line boundary of the adjacent, part implemented, waste development (within the wider CTP), and benefits from a Certificate of Lawfulness (granted by the LPA in September 2013 (F/11/13/CLP)) for general industrial purposes (Use Class B2). Considering this fallback position, and noting that the development subject to this planning application largely seeks permission for changes to the external appearance of Hangar 2, WSCC do not consider an objection on waste safeguarding grounds would be warranted.

For clarity, the applicant's attention should be drawn to extant controls over HGV movements to from the entire CTP site and be advised to ensure appropriate mechanisms are in place to ensure total HGV numbers are recorded, and specified HGV routing adhered to.

Further, as recommended in WSCC safeguarding guidance, the applicant is advised to directly consult the operators of nearby waste management sites as identified above (and which share a private access onto Ford Road) to establish, discuss, and minimise any potential areas of conflict with safeguarded waste facilities (including during construction).

Conclusion

Existing and allocated waste management facilities/sites must be protected from inappropriate neighbouring development that could prevent or prejudice their efficient operation.

WSCC, as MWPA, note that the proposed development could facilitate the re-establishment/intensification of B2 uses on the site and thus have the potential to prejudice existing and future waste management facilities in conflict with WLP policies W2 and W10. However, noting an extant permission provides for general industrial use of the hangar, and that the proposed development largely seeks changes to the external appearance of the building, **no objection** is raised on waste safeguarding grounds.

West Sussex Joint Minerals Local Plan (July 2018)

The site is not within areas identified as Mineral Safeguarding Areas within the West Sussex Joint Minerals Local Plan.

James Neave, Principal Planner

[REDACTED]

[REDACTED]

From: Elaine Walby on behalf of Planning.Responses
Sent: 30 January 2026 14:24
To: Planning Scanning
Subject: FW: WSCC MWPA Response F-1-26-PL - Ford CTP Hangar 2
Attachments: WSCC MWPA Response F-1-26-PL - Ford CTP Hangar 2.pdf

PL- Consultation- WSCC Minerals & Waste response

F/1/26/PL

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From: Breezie Allwright <Breezie.Allwright@arun.gov.uk>
Sent: 30 January 2026 12:14
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: Fw: WSCC MWPA Response F-1-26-PL - Ford CTP Hangar 2

Consultation response

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Please note my working days are Monday, Tuesday, Wednesday and Friday.

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From: Edward Anderson <[REDACTED]>
Sent: 30 January 2026 11:30
To: Planning <Planning@arun.gov.uk>
Cc: PL Planning Applications [REDACTED] James Neave [REDACTED]
Subject: WSCC MWPA Response F-1-26-PL - Ford CTP Hangar 2

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Good morning,

On behalf of the MWPA, please find the consultation response attached, for distribution to the relevant case officer (Hebe Smith).

Kind regards,

Edward Anderson

Planner, County Planning, Planning Services

West Sussex County Council, Ground Floor, Northleigh, County Hall, Chichester, West Sussex, PO19 1RQ



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