



Grundon Waste Management Ltd

Application for Planning Permission
Town and Country Planning Act 1990 (as amended)

To allow the replacement of the existing cladding, installation of new roller shutter doors and alterations to the fenestration for the building known as 'Hangar 2'.

**Ford Airfield Industrial Estate,
Former Ford Blockworks Hangar No. 2
New Circular Technology Park, Ford, BN18 0XL, Arun**

PLANNING AND DESIGN & ACCESS STATEMENT
January 2026

GRUNDON WASTE MANAGEMENT LTD
Grange Lane, Beenham, Berks. RG7 5PY

CONTENT

1. Introduction	3
2. The Site	3
3. Planning History	5
4. The Proposal	5
5. Planning and Environmental Considerations	6
6. Conclusion	10

Drawings:

DG/ES/FOR/H2/01	Planning Application and Land Ownership Area Plan
DG/ES/FOR/H2/02	Existing vs Proposed Elevations
DG/ES/FOR/H2/03	Existing vs Proposed Roof Plan
DG/ES/FOR/H2/04	Proposed Floor Plan
DG/ES/FOR/H2/05	Existing Upstairs Offices and Mezzanine Floor Plan
DG/ES/FOR/H2/06	Existing Main Hangar Floor Plan
DG/ES/FOR/H2/07	Existing Main Hangar Offices Floor Plan
DG/ES/FOR/H2/08	Existing Downstairs Offices Floor Plan
DG/ES/FOR/H2/09	Existing Offices under Mezzanine Floor Plan

Appendix 1

Waste Infrastructure Statement

1. Introduction

- 1.1 The existing site, located at Ford Airfield Industrial Estate, New Circular Technology Park, Ford, BN18 0XL, Arun, is owned and operated by Grundon Waste Management Limited (Grundon thereafter).
- 1.2 The main site operates as a Waste Facility (WF) under planning consent ref. WSCC/096/3/F, dated January 2015. This permission utilises one of the three existing units separate to the unit ('Hangar 2') which is part of the proposed development and also the unit ('Hangar 1') which is part of the previously approved planning application F/9/23/PL.
- 1.3 This planning application seeks permission for the refurbishment and recladding of the existing building known as 'Hangar 2'.
- 1.4 The proposal will not impact on the present site activities; it does not seek to amend the permitted operations. The proposed development allows the utilisation of an area on the developed land not currently fully used by the Site operator.
- 1.5 The proposed development involves replacing the existing cladding, installing new roller shutter doors and making alterations to the fenestration and eaves height.
- 1.6 The proposed development is not considered to constitute any major or significant changes to the permitted development. The unit use class and the type of vehicles accessing the site will remain unchanged. The structure will continue to include B2 class uses, such as storage/ industrial space, offices, welfare facilities and other ancillary uses.

2. The Site

- 2.1 The entire Ford Site, as shown on attached Site Location Plan ref. no, DG/ES/FOR/H2/01, covers some 6.5 hectares overall.
- 2.2 The planning application area (outlined in red) is in the north-east of the Site and covers approximately 0.26ha (2,661m²). The site is entirely industrial, and surrounding buildings are factories or warehouses finished with grey sheet cladding, as shown in Figure 1 below.
- 2.3 The Ford Site is located in West Sussex on the south coast, between Bognor Regis and Littlehampton, within the administrative boundaries of West Sussex County Council (WSCC) and Arun District Council (ADC).

Hangar 2, Ford

Figure 1: Overview Site Photograph



- 2.4 The application site is centred at National Grid Reference (NGR) SU994034 (499489, 103424) and the What3Words is sliders.dignitary.powers, the Site is accessed via a haul road, from Ford Road, with wider access off the A27 or A259.
- 2.5 The nearest residential properties to the Application area lie approximately 210m (360m from the access road) to the northeast at Ford Lane. There is one public rights of ways in the vicinity of the Application Site and ownership area. This public right of way is clearly denoted and separated from the site by fencing and a natural tree buffer.
- 2.6 The proposed development will take place entirely in flood zone 1. The Application Site itself and the immediate area surrounding Hangar 2 have been paved marking the industrial land.
- 2.7 The topography of the site and surrounding area is generally very flat; there are no trees affected by the proposed development and the boundaries are marked by galvanised palisade steel fencing and gates with rolling security fencing on the old access.
- 2.8 The entire Ford site was historically used for the manufacture concrete blocks. Hangar 2 operated as an aggregate block factory, primarily for storing aluminium powder - a raw material used in producing aerated blocks. The building has since been subdivided into smaller units/workshops.
- 2.9 Currently, the cladding and windows are in poor condition, with many damaged or missing sheets. The internal layout also requires significant upgrades to enable reuse.

3. Planning History

- 3.1 The Site has an extensive planning history. Hangars 1 and 2 historically operated as a concrete batching plant (until 2011) while Hangar 3 (Ford WTS on figure 1) has been used as a waste facility (since 2015), following cessation of Hangars 1 and 2's historical use.
- 3.2 The wider Ford Site, excluding Hanger 1 & 2, currently operates under planning consent ref. WSCC/096/13/F, dated 2015. Although, the permitted waste operation has been phased and is not fully developed, the site has been operating significantly under its permitted capacity. Hangars 1 and 2 remain under class B2 use and are not part of the waste permission.
- 3.3 Hangar 2 benefits from a Certificate of lawfulness for Class B2 (General Industrial) use, ref. no. F/11/13/CLP.
- 3.4 On 16th August 2023 a full planning permission (F/9/23/PL) was granted for the refurbishment of Hanger 1. This included: *¹"Removal of existing wall and roof cladding to main hangar, removal of 'Eaves Light' windows to the North and south elevations, removal of main roof, rooflights, removal of low-level roof cladding to the south elevation ground floor roof. Installation of new roof cladding material and polycarbonate rooflights, installation of new roller shutter openings to the east and west elevations additional double doors to the North elevation and replacement cladding to the Hangar walls to all elevations and to low level roof to the south elevation."* The permission for Hangar 1 was subject to two planning conditions that required the development to begin before the expiration of 3 years from the date it was permitted, and to be carried out in accordance with the approved plans.

4. The Proposal

- 4.1 The proposed development is the replacement of the existing cladding, installation of new roller shutter doors, alterations to the fenestration and eaves height for the existing building Hangar 2.
- 4.2 The proposed roof sheeting is to be plastisol coated steel finish in 'Goosewing Grey' with translucent polycarbonate rooflights. Gutters, finishings and trims are to match. The proposed rooflights are to be configured in a regular pattern as indicated on the proposed roof plan.
- 4.3 The proposed wall cladding is to be pre-finished plastisol coated steel sheeting in 'Goosewing Grey'. Finishings and trims are to match. The proposed roller shutter doors are to be steel galvanised with all trims finished in plastisol coated 'Goosewing Grey' steel. The windows are to be polycarbonate eaves lights.

¹ Recommendation Report for Planning Permission REF NO: F/9/23/PL

Hangar 2, Ford

- 4.4 Please refer to drawings titled Existing and Proposed Elevations, no DG/ES/FOR/H2/02 and Existing vs Proposed Roof Plan, no DG/ES/FOR/H2/03 and Existing and Proposed Floor Plans, nos. DG/ES/FOR/H2/04-09.
- 4.5 The building is currently in a poor state of disrepair, as shown in Figure 2 below, and cannot be fully utilised. Although it has been partially used since the applicant purchased the site some 12 years ago for limited storage purposes, the lack of full occupation has resulted in minimal maintenance. Consequently, the building is deteriorating and moving towards dereliction. Refurbishment works are long overdue, and once completed, the building could be restored to an acceptable and usable standard.
- 4.6 This proposal seeks to refurbish the existing building only. An inclusive design approach will be adopted throughout the development to ensure compliance with emerging regulations and standards. Appropriate lighting will be provided to improve accessibility.
- 4.7 The existing building provides for the storage of a mix of refuse and recycling bins, located in close proximity to all elements of the site. The refuse and recycling strategy will be established and managed by the staff.
- 4.8 Access for emergency and service vehicles will remain at the existing point. A new Fire Strategy will be proposed to the approval of the fire service and local authority building control.
- 4.9 The proposal retains the existing access points and parking arrangements. The current parking provision is considered adequate for the proposed future staffing levels.

5. Planning and Environmental Considerations

- 5.1 As this planning application relates only to the changes in the approved unit, the only relevant policies and environmental considerations relate to those changes. The development as a whole would have been assessed when the original application for the industrial unit was considered and determined.

Planning Policy

- 5.2 The relevant documents in this case comprise the following:

National Policies

- The National Planning Policy Framework (2012, last revised in February 2025)

Local Policies

- Arun Local Plan 2011-2031 (2018)

Other Guidance

- Ford Neighbourhood Plan (2024)

Hangar 2, Ford

5.3 The Arun Local Plan was adopted in 2018 and sets out the vision, objectives, spatial planning strategy and policies for meeting development requirements for the Arun District over the period to 2031. The Policy Maps showcase sites for specific developments.

5.4 The policies most relevant to the proposal are the following:

- Policy SD SP1: Sustainable Development
- Policy EMP SP1: Strategic Economic Growth
- Policy EMP DM1: Employment Land – Development Management
- Policy D SP1: Design
- Policy D DM1: Aspects of Form and Design Quality
- Policy ENV DM5: Development and Biodiversity
- Policy QE SP1: Quality of the Environment

5.5 The Ford Parish Council Neighbourhood Development Plan (2024 -2041), sets objectives on key identified themes such as housing, getting around, business, tourism, community, leisure and well-being, the environment and design quality of physical structures.

5.6 The policies most relevant to the proposal are the following:

- Policy EE1: Support for business
- Policy EE3 Protection of existing businesses
- Policy EE10 Quality of Design of commercial buildings

Principle of Development

5.7 Policy SD SP1 encourages sustainable development, meaning that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions south of the National Park through to the coast and throughout its settlements (both coastal and inland). This application will contribute to the economic condition of the area along the south coast.

5.8 The policy EMP SP1 point C mentions the provision of land to accommodate employment needs including the expansion of existing employment areas, while point F refers to protecting and enhancing existing and allocated employment sites and premises to meet the needs of business subject to regular review and monitoring. Point K supports the integration of other uses and forms of development where it facilitates the delivery of economic objectives and fosters growth and innovation. Due to Hangar 2 currently being in a state of disrepair,

Hangar 2, Ford

this development aims to protect and enhance the existing employment site while expanding its use. The proposal would reinstate part of the site's former operations, where the concrete batching plant previously utilised the entire site. 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.

5.9 Policy EMP DM1 demonstrates the council's commitment to protecting and enhancing existing employment sites and premises to maintain, a supply of good quality commercial sites and premises to meet the needs of businesses and the local economy. This is achieved by supporting appropriate proposals for development or re-development of employment floorspace, upgrading or modernisation of existing premises, and encouraging efficient use of underutilised sites and premises. The policy also states that existing employment sites and premises will be protected where there remains a reasonable prospect of employment use. This policy supports the proposed development and confirms that the principle of development is sound and aligned with the local plan.

5.10 Policy EE1 of the Ford Neighbourhood Plan supports the principle of development as it states they will support proposals to upgrade or extend existing employment buildings unless the proposal would cause unacceptable harm to the amenities of surrounding properties, landscape, wildlife and cultural heritage.

5.11 Policy EE3 of the Ford Neighbourhood Plan states new development should ensure that there is no conflict with existing uses. 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.

Noise

5.12 The building will incorporate the latest building regulation standards for acoustic insulation. Sound reduction indexes will comply with current building regulations.

5.13 Due to the nature of the site, wider noise monitoring is required annually to assess noise levels at the boundaries of the nearest residential premises. While industrial units such as Hangers 1 and 2 are not subject to strict noise monitoring regimes, typical industry standards are expected to be met. The most recent noise monitoring at the Ford waste management site, conducted in March 2025, confirmed that noise levels did not exceed permitted limits.

5.14 Additional noise impacts from the proposed development would occur only during construction. Any operational noise is expected to remain within standard permissible levels. The proposal allows for continued protection from vehicle movement and other activities. When measured against the existing ambient

Hangar 2, Ford

noise levels in the locality, there impacts are not anticipated to cause unacceptable disturbance to nearby residential properties.

Design

5.15 The council seek to protect and enhance employment sites in policy EMP DM1, maintaining a supply of good quality commercial sites. The policy encourages proposals for re-development, upgrading, and modernisation of existing premises, as well as efficient use of underutilised sites and premises. The policy also states that economic growth outside the built-up area boundary demonstrates a high standard of design, layout and landscaping appropriate to the context.

5.16 Policy D SP1: Design proposes that development should make efficient use of land while reflecting the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details. This proposal does not alter the current site in terms of density, layout, landscaping, mix, scale, massing or character, with the only proposed external works being the recladding of the existing building to present a more modern and higher-quality development.

5.17 The aspects the council hold regards to when considering any application is detailed in policy D DM1. The aspects are:

1. Character
2. Appearance/attractiveness
3. Impact.
4. Innovation.
5. Adaptability.
6. Crime prevention.
7. Trees and woodland.
8. Solar gain.
9. Public realm.
10. Layout – movement.
11. Layout – legibility.
12. Public art.
13. Density.
14. Scale.
15. Aspects of form and design quality.

5.18 Most of the aspects listed above will remain unaffected by the development, aside from the appearance of the unit, which will be transformed from a poor-quality building into a higher-quality attractive facility. The building will feature increased eaves heights improving functionality and allowing for the potential installation of solar panels or other renewable energy infrastructure, subject to a feasibility study. Currently, the application sites layout and design are of poor quality; the proposal introduces a clear and improved layout. Proposed elevations highlight the increase eaves height and high-quality design, delivering low visual impact when compared to the existing unit. This will enable the site to

Hangar 2, Ford

enhance its potential as an attractive economic opportunity.

5.19 Policy EE10 of the Ford Neighbourhood Plan requires that proposals for new or extended commercial premises must feature high-quality design, be energy-efficient, and harmonize with the surrounding landscape setting, contributing positively to the environment.

5.20 The proposed scheme has been carefully designed to incorporate core principles of sustainable development, energy efficiency, and the use of renewable resources in construction and materials. The development will utilise the most up-to-date construction methods.

Environmental

5.21 Policy ENV DM5 states that development schemes must, in the first instance, aim to achieve a net gain in biodiversity and protect existing habitats on-site. Proposals should also incorporate features such as green walls, roofs, bat and bird boxes, and landscape elements that minimise adverse impacts on existing habitats (whether designated or not).

5.22 While there are no existing biodiversity or existing habitats on the application site, and it is believed the proposal is therefore exempt from the Biodiversity Net Gain requirements, bird boxes can be provided in the eaves of the proposed development

5.23 Policy QE SP1 requires that all development contributes positively to environmental quality and ensures that it does not have a significantly negative impact upon residential amenity, the natural environment or upon leisure and recreational activities enjoyed by residents and visitors to the district.

5.24 The location of existing industrial and commercial uses, including waste management uses, must be taken into consideration when assessing proposals for development likely to generate impacts relating to noise, light, odour and outputs to air. This is to ensure that the land allocated for these uses are protected and to ensure that the amenity of new developments and facilities is safeguarded from the impacts of incompatible land uses. The proposed development site is well-suited when considering these factors. Furthermore, the proposal will enhance the overall amenity by transforming a poor-quality unit into a visually improved design that respects both the heritage and the appearance of the business environment.

6. Conclusion

6.1 The existing use of Hangar 2 is classified as B2, and the proposal does not seek a change of use. It has been demonstrated that the proposed development will not

Hangar 2, Ford

have any detrimental or adverse impact on the neighbouring land uses or current site. Furthermore, the proposal complies with both Local and National Policy.

6.2 The proposal involves the refurbishing and re-cladding of an existing light commercial building for future reuse. These works are limited to the existing building only and are concentrated within the already developed part of the site. As the development footprint remain unchanged, the proposal will cause minimal impact on surrounding amenity.

6.3 The application is justified on the basis that while, the proposed development site remains underutilised within the overall site, a third party has shown a need for a space of this purpose and nature (B2 - general industrial activities).

6.4 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.

6.5 The proposal delivers numerous benefits, including:

- Addressing a poor condition of the existing building through essential remedial repairs.
- Promoting high-quality, inclusive design to safeguard the appearance of the surroundings while reducing energy loss through the building fabric.
- Creating future opportunities for renewable infrastructure installation, such as rooftop solar panels.
- Generating additional full and part-time jobs for local residents.
- Supporting the local economy through increased employment.
- Maintaining existing vehicular access without alternation.
- Enhancing and improving the profile and character of the existing building.
- Securing the long-term future of the site.

6.6 The proposal is similar in nature to that approved by Arun District Council in August 2023 under Planning Permission ref: F/9/23/PL for Hangar 1.

6.7 By refurbishing and recommissioning the Hangar 2, the proposal will create opportunities for both full-time and part-time employment, supporting local community and economy. In will significantly enhance the long-term sustainability and efficiency of the building while securing its viability and value for the future.

6.8 The application is solely concerned with the external refurbishment works to the existing hangar.

Hangar 2, Ford

6.9 It is therefore requested that planning permission be granted to allow the proposed site to be used in accordance with approved particulars, plans and specifications and in line with best practice.