

**CM/64/21/PL - LAND NEAR CHURCH FARM BARN,
HORSEMERE GREEN LANE, CLYMPING, BN17 5QX**

**Change of use of land for Class B8 (storage)
for caravans - Principle of development**

Consideration has been given the principle of development within the Planning, Design and Access Statement drawing reference to the form and design of the proposed caravan storage site and the acceptable impact upon the character and appearance of the area. Explanation has also been given to the demand for such facilities with the growth of caravanning as a holiday option with the need to find associated storage due to restrictions both in space and through covenants preventing storage within residential curtilages.

The development provides an economic use for the site at Church Farm supporting the rural economy therefore further consideration is provided within this statement having regard to Policy EMP DM1 of the Arun Local Plan as requested by the Local Planning Authority.

- Policy EMP DM1 - Employment Land: Development Management

Policy EMP DM1 addresses the provision of employment land through a number of criteria. Criteria 1 and 2 seek to enhance and protect existing employment premises and sites respectively through maintaining 'a supply of good quality commercial sites and premises to meet the needs of businesses and the local economy' and protects such sites and premises 'where there remains a reasonable prospect of employment use'. At Church Farm, the land subject of this planning application comprises agricultural land and not any existing employment site therefore criteria 1 and 2 are not relevant. Criteria 3 addresses the relocation and expansion of existing businesses so is additionally not relevant nor is criteria 4 or 5 given that the proposal is not for office redevelopment or provides for new units.

Criteria 6 refers to economic growth outside of the Built-Up Area Boundary and applies to Church Farm which is located within the countryside despite the close relationship to Rudford Industrial Estate to the north. The criterion positively acts to support economic growth indicating that permission will be granted on sites outside of the built-up area where the proposal meets relevant criteria. These are set out below and addressed in turn.

a. That it is an appropriate sized extension of an existing employment site, or no acceptable alternative can be identified within existing permitted or allocated sites, or within or through redevelopment of existing commercial premises;

The proposed development does not provide any extension of an existing employment site therefore the clause requires a demonstration that there are no acceptable alternatives for the development. The use of land for caravan storage requires appropriately sized parcels of land to provide sufficient storage capacity to ensure an economically viable enterprise.

The site is positioned in very close proximity to the Rudford Industrial Estate of which there are no sites available for the proposed use with external storage yards all linked to the buildings and are ancillary to the extant uses. The proposed caravan storage does not require a building to support the use therefore making plots within existing storage sites uneconomical should any site become vacant. It would also be inappropriate to remove any existing commercial buildings to provide the required storage space as this would prejudice other more intensive employment uses from taking place in the future and again by an uneconomical undertaking. In addition, it is not economically viable to purchase alternative land when the application site is already in the applicant's ownership and sits in very close proximity to the Rudford Industrial Estate where permission has previously been granted for similar storage adjacent to Unit W, Rudford Industrial Estate by Arun District Council under reference CM/6/14/PL on the 19th June 2014.

The use of land for caravan storage is inherently common within countryside locations outside Built Up Area Boundaries due to the land requirements. In the absence of a keyword or map search facility on the online Arun District Council Planning Register, examples are illustrated below within the wider area to the application site courtesy of a simple internet search with use of Googlemaps to demonstrate the countryside locations.

- Castlevue Storage, Old Mead Road, Wick, Littlehampton (www.castlevuestorage.co.uk)



Castlevue Storage

- Arun Self Storage, Ferry Road, Littlehampton (www.arunselfstorage.co.uk/caravan-and-vehicle-storage/)



Arun Self Storage

- Burndell Road, Yapton (www.sentryselfstorage.co.uk)



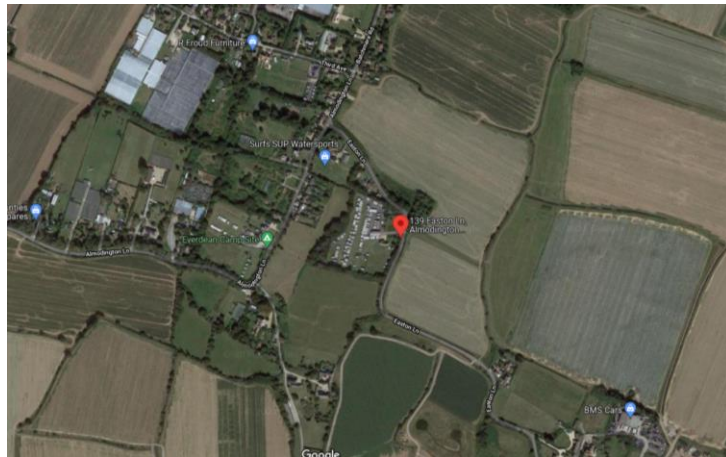
Sentry Self Storage, Yapton

To provide a wider context, storage sites are similarly located within the countryside at across Sussex, with the following examples having been granted permission by neighbouring Chichester District Council as found through a search of the online planning register.

- Church Farm Caravan Storage, Old Park Lane, Bosham, Chichester (www.southcoastgroup.co.uk) Planning reference 01/00365/FUL



- 139 Easton Lane, Almondington - Planning reference 10/03523/COU.



- Ellscott Nursery, Sidlesham Lane, Birdham, Chichester (Planning reference 97/02112/FUL)



The above examples illustrate that it is not unusual to use countryside locations for the storage of caravans. By contrast to the locations within more open landscapes as illustrated above, this application site in fact has a closer visual and physical relationship to a more built-up character of the surrounding area despite the actual planning policy designation of the land. Furthermore the location of the site by virtue of adjacent land uses and highway boundaries ensures that the site remains self-contained and of an appropriate scale in this landscape setting.

b. That it would not intensify uses at the site to the detriment of existing public access routes and highways;

As set out within the supporting Planning, Design and Access Statement and Transport Statement, whilst the proposal would generate traffic, this would be at a sufficiently low level to ensure that the movements can be adequately accommodated on the highway network. The site will be accessed from Horsemere Green Lane utilising an existing access point which is already used for larger vehicles such as horseboxes therefore provides existing visibility and manoeuvring radii to accommodate the vehicles accessing the site. Sufficient space is also provided off the public highway for manoeuvring in and around the site. Notably the Local Highway Authority have confirmed that the proposal would not 'give rise to a significant material intensification of movements to or from the site' and in conclusion state that this proposal is not considered to 'have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal.' The proposal accords with clause b.

c. A high standard of design, layout and landscaping appropriate to the context;

The site requires no new buildings to facilitate the proposed development with the layout positioned away from prominent public view. Existing landscaping is to be retained to provide screening. As set out within the Planning, Design and Access Statement, the proposal would result in no overriding demonstrable harm in terms of design, layout and landscaping when considered against other relevant policies of the Arun Local Plan and therefore have due regard to the character and appearance of the area. The proposal accords with clause c.

d. That it is capable of being well served by public transport or otherwise is readily accessible by means other than by private car to a significant residential workforce if employment intensive uses are proposed;

The proposed use is not for any intensive employment facility therefore criteria d is not relevant. Notwithstanding this, the site is within proximity to the village therefore enabling local users of the site opportunity to walk or cycle to tend to their caravans should they choose to do so. clause D is therefore met.

e. Access arrangements and parking facilities will be provided in accordance with the Council's adopted standards;

The proposed use is not one cited within the Council's adopted parking standards however parking is provided on site and no changes are required to the existing access to the public highway to facilitate the development to ensure that clause e is met.

f. A sympathetic relationship to the surrounding areas that shows consideration of the landscape, habitat, built and historic environment contexts, the opportunities to deliver on-site habitats and protect key species.

The Planning, Design and Access Statement sets out how the development site is sympathetic to the surrounding area in terms of scale and layout with consideration of the natural, built and historic context. The retention of the existing landscaping also provides opportunity to ensure

that the natural habitats present are retained thus also ensuring that any key species are not harmed. The proposal therefore accords with Local Plan Policy D DM1 along with overlapping criteria to Policies S SP1, LAN DM1 and HER SP1 as well as Policies CPN 11 and 13 of the Clymington Neighbourhood Plan.

g. A satisfactory relationship with neighbouring uses in order that the amenities of nearby residents, in particular, are protected; and

The site would be in proximity to Church Farm Barn to the southwest and to a new dwelling to be constructed to the immediate south of this application site (to be occupied by the applicant) with the only other dwellings within the vicinity of the site comprising Church Farm Cottages which front Horsemere Green Lane to the southeast. The site would be visible in longer views from the first floor level from such properties further afield however the development site retains a sufficient distance to ensure appropriate levels of amenity remain and therefore the development would not be adversely prominent or overbearing. Furthermore the storage use would not give rise to adverse levels of harm in terms of loss of privacy or sunlight or daylight, noise or disturbance. The proposal would therefore accord with clause g.

h. Where appropriate, crime prevention measures are incorporated.

The development would provide for a secure caravan storage within an enclosed site. The positioning of the site away from immediate public view or from direct access to the highway (i.e. through two gated entrances) ensures that the location is inherently appropriate to meet security requirements. The applicant is also a member of CaSSOA (Caravan Storage Site Owners Association) which sets appropriate standards for caravan storage to combat theft, to which caravan insurance companies will direct customers to for their storage needs. CaSSOA requires sites to have a high level of security such as fencing, lockable gates, CCTV and monitored entry and exit points with the site to be enclosed by a 2m palisade fence erected under permitted development rights to provide the required level of security to accord with Clause h.

It is therefore demonstrated that the requirements of Policy EMP DM1 criteria a of the Local Plan is met. Policy EMP DM1 continues at criteria 7 and 8 to address the conversion of rural buildings and for the erection of new agricultural buildings so again are not relevant to the determination of this planning application.