

Design and Access Statement

Project: Land at former McIntyre Nursery, Littlehampton Road, West Sussex BN12 6PG

Applicant: Standby Self Storage

Date: 5th October 2020

Issue: **FINAL v3**

1. Amount

- 1.1. The development proposal is to request planning permission to demolish a polytunnel, storage building and scaffolders' shelters and racking, use of land for Class B8 container self-storage and the siting of 79 single-stacked storage containers, part regrading of the ground, new fencing, CCTV and lighting.
- 1.2. The site area is 1,955m². It is used for storage, primary in the open. The ground levels rise gently to the north.
- 1.3. Standby Self Storage occupy the adjoining site. They provide shipping containers for storage purposes. They offer an affordable self-storage facility for rent, mainly to local businesses, but also to homeowners who may require extra storage such as during house moves. Storage is on safe, secure and accessible sites. Customers typically access the facility using "Transit" vans, small goods vehicles or by car. Standby Self Storage operate from several sites in the South-East.
- 1.4. The basic development proposal is to extend and amalgamate the existing storage facility with the application site.
- 1.5. The adjoining site has 42 storage or shipping containers with a gross internal floor area of 582m², plus a further 13m² 'Portacabin' providing ancillary office and toilet accommodation. This site was previously used for the storage of cars in 3 polytunnels. The demolished polytunnels had a total area of 905m².
- 1.6. The polytunnel and storage building on the development site currently provide 192m² of floor space for covered storage, plus at least one shipping container (13m²). In addition, there are open shelters and racking for scaffold storage. A second compound is also used for open storage (formerly a firewood yard).
- 1.7. The development proposal is to station 79 standard 20' storage or shipping containers on the site. All the containers will be single stacked. Four of the containers will be relocated from the existing site and so there would be a net increase of 75 containers. The proposed additional internal floor area would therefore comprise:

<i>No.</i>	<i>Description</i>	<i>Internal Floor Area (m²)</i>	<i>Total (m²)</i>
75	20' containers	13.8	1,035

2. Layout

- 2.1. The entrance of the adjoining storage site would be used for the combined site. The existing entrance to the development site along the western boundary will therefore be redundant and removed.
- 2.2. The proposed containers would be set out to provide adequate space for vehicular access, parking and turning. Vehicles would therefore exit the site in forward motion.
- 2.3. The existing office/toilet of the adjoining site is adequate to serve the combined site. Two additional parking spaces are proposed in the existing parking area to provide 6 spaces for the combined site. This is considered sufficient as demand for on-site parking is limited due to the nature of the proposed self-storage

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use. Customers typically drive their vehicles within close proximity of their storage containers and use the walkways to load/unload their containers.

3. Scale

- 3.1. The part regrading of the site levels have been designed with two goals in mind. Firstly, to ensure that a single stack of containers would be visually shielded from any nearby, non-public, ground level views by new or existing fencing. Secondly, to provide level ground for the containers in the east/west direction, with the containers stepping down the hillside from north to south to follow the natural fall in the ground.
- 3.2. The primary slope in the site falls from north to south. There is a secondary fall across the site, with a slight dip in ground levels, roughly mid-point at the northern end. It is proposed to retain the existing ground levels along the western boundary and infill the dip in order to level the ground at the junction with the adjoining site. In the centre and southern sections of the development site there is no corresponding mid-point dip, although the cross fall is greater. An area of ground has previously been levelled and raised around the polytunnel with earth banking formed to the west and south. It is proposed to remove the raised ground, along with the polytunnel, and to reduce the land levels and banking in order to restore the original cross fall, albeit more gentle in gradient. New banking and/or retaining walls would be formed along the eastern boundary. Ground levels will again be maintained along the western boundary.
- 3.3. The proposed storage containers are low in height (2.6m) and would be single stacked. The part regrading of the ground would ensure that the height of the containers in the middle site would be commensurate in height with the containers along the western boundary. All the containers would be no higher than 3m above the ground and screened by both fencing and trees.

4. Landscaping

- 4.1. The existing loose aggregate finish would be replaced with a similar self-draining surface of road planings.
- 4.2. New steel palisade is proposed to the north, south and east boundaries. The timber close-boarded fence to the northern end of the western boundary would be replaced and its height increased to screen the site.

5. Appearance

- 5.1. The containers would be effectively hidden from public views by virtue of screening from mature tall trees and boundary fencing. Moreover, containers would be a nondescript colour, namely dark green.
- 5.2. External lighting is proposed using bulkhead fittings mounted at a relatively low height on the tops of the storage containers. The selected light fittings would have an eye-brow feature in order to direct light downward and thus help to avoid spillage of light outside the site. The road and walkways would also be paved in dark, rather than light, surfacing materials. Consequently, there should be little or no reflection from these surfaces. The proposed materials are identical to those selected and recently approved for the applicant's adjoining site.

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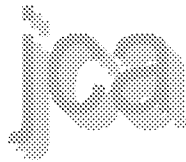
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6. Use

- 6.1. The proposed use will clearly complement the existing self-storage floor space on the adjoining site. There is an established history of storage use for the site and of commercial uses on adjoining land, all as described in the accompanying Planning Statement.
- 6.2. It should be noted that the applicant's storage business provides a long term rather than short-term storage facility. The proposed use should be less intensive than the potential use of the former horticulture use.
- 6.3. At present the existing adjoining storage site is largely managed remotely. However, one new on-site full-time employee would be required for the enlarged site. This future employee would be based in the existing office cabin on the amalgamated site.
- 6.4. The proposed hours of opening are 07:00 to 19:00, Monday to Saturday and 07:00 to 17:00 on Sundays and Bank Holidays.

7. Access

- 7.1. The existing access point would be used, which was configured to achieve satisfactory road geometry and sightlines for entry and exit.
- 7.2. With regard to proposed traffic movements, please refer to the accompanying Planning Statement (Section 9; "Traffic Generation").



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