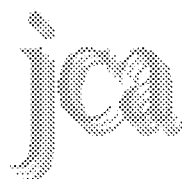


**Land at the former McIntyre Nursery
Littlehampton Road
Ferring
West Sussex BN12 6PG**

**Planning Statement
for
Standby Self-Storage**

Issue: #4
Date: 5th October 2020
Status: FINAL



John Collins Associates
Chartered Surveyors
Town Planners

127 Beulah Road
Thornton Heath
Surrey CR7 8JJ



1. Description of the Development

- 1.1. Demolition of 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

2. The Site and Surroundings

- 2.1. The development site is the western end of a former mixed use site which received planning permission at appeal in 2014. This appeal was allowed insofar it related to a material change of use of land from horticulture to a mixed use comprising the storage of motor vehicles, the stationing of a portable office building used as an office, storage containers, a scaffolders' yard and a firewood yard. The applicant subsequently obtained planning permission to create a separate planning unit at the eastern end of this site for use as container self-storage (Use Class B8). The current development proposal relates to the western end of the original site, namely the 2 fenced compounds used for open storage as scaffolding and firewood yards.
- 2.2. The application site area is 1,955m². The adjoining self-storage site is 1,140m².
- 2.3. The site is located within a small enclave of built development in the countryside known locally as Highdown Industrial Park. It lies outside the boundary of any defined built-up area and is now wholly in commercial use. The location is within a designated gap between settlements namely; The Angmering to Worthing Gap.

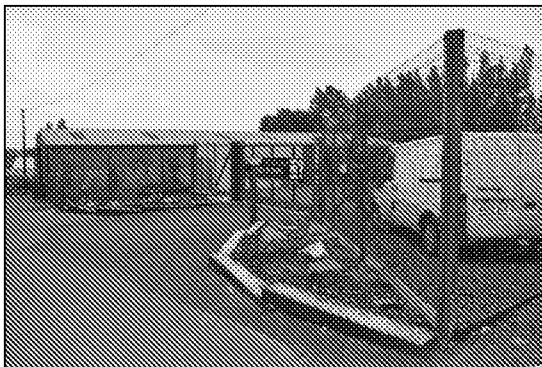


Photo 1: The adjoining site entrance

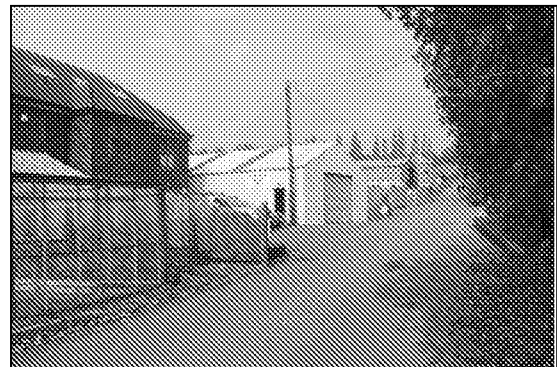


Photo 2: The access driveway, looking north

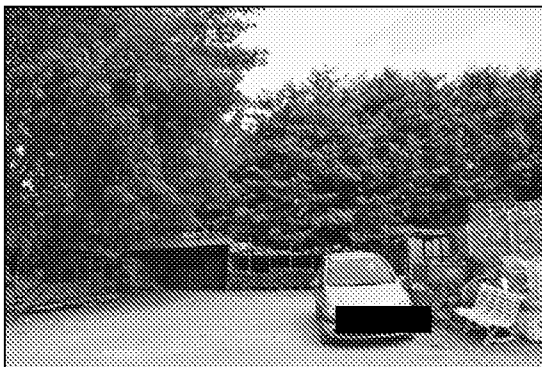


Photo 3: Scaffolders' shelter and racking at the western end of the site, looking north

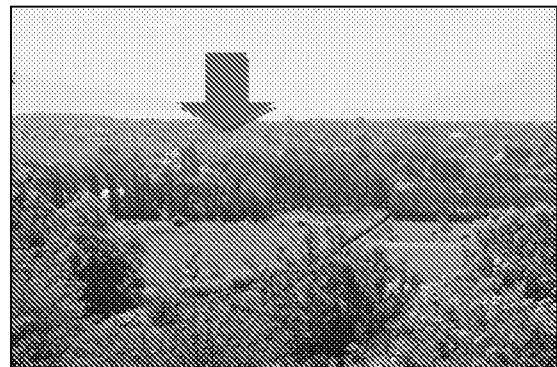


Photo 4: The view from Highdown Hill, facing south-east

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- 2.4. The site and its immediate surroundings are a former horticultural nursery; McIntyre Nursery. It has been subdivided into several commercial uses, none of which are related to an agricultural use. The land to the north is a timber yard and is currently occupied by Bell Davis Fencing Supplies. Along the southern boundary of the site there is a former horticultural pack-house, which is now in Class B8 storage/distribution use. It is occupied by PHS All Clear, who supply washroom products, water coolers and associated plant hire. Adjoining this warehouse unit is Highdown House, an authorised Class B1 office building with ancillary vehicle maintenance workshop (including spray shop). Highdown House is occupied by the Highway Electrical Association.
- 2.5. To the south of Highdown House lies The Chalet and Hillview Nursery. The use of these properties were previously restricted to an agricultural tenancy, but The Chalet has now has been granted consent for unrestricted residential use. It is understood that the glasshouses of this former agricultural dwelling have been disused for the last 7 years. Further to the south and adjoining Littlehampton Road, there are 2 additional residential properties; Millwood House and Whiteways Cottage (200m distant). The built-up residential area of Ferring is located on the southern side of the Littlehampton Road.
- 2.6. To the east of the industrial park there is an open sports field and to the north of this is Highdown, a listed building which is part of a Conservation Area within Worthing Borough. The land to the west of the industrial park is a winery; Highdown Vineyard, as well as an Equestrian Centre which was part of Hangleton Farm.
- 2.7. The site and the industrial park are accessed via a private driveway located off the northern dual carriageway of A259 Littlehampton Road. This access driveway is also a public right of way which continues northwards as a public footpath to Highdown Hill.
- 2.8. From the Littlehampton Road, the land rises gently to the northern end of the industrial park. The ground then ascends more steeply towards the South Downs National Park, with its boundary 300m north of the industrial park at Highdown Hill.
- 2.9. There is a bus stop within 100m of the industrial park, which offers frequent local bus services between Arundel and Shoreham (Route 9). Goring-by-Sea railway station is 0.7 miles distant and can be accessed by various public footpaths with a 12 minute walk-time over mainly level ground.

3. Planning History

- 3.1. The relevant recent planning history of the site comprises:

<i>LA Ref</i>	<i>Decision</i>	<i>Date</i>	<i>Description</i>
FG/33/18/PL	Granted	3-10-18	Demolition of polytunnels, use of land for Class B8 container self-storage and the siting of 42 single-stacked storage containers, an office/toilet portacabin, new fencing, gates, CCTV, lighting and alterations to the entrance.
FG/149/14/PL	Granted	17.12.14	New storage facilities for existing scaffold yard and firewood yard (related to landscaping contractors). Replace structures to be demolished.
FG/108/14/PL	Refused	07.10.14	Proposed new storage facilities for existing permitted scaffold yard and firewood yard (related to landscaping contractors) to replace structures

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<i>LA Ref</i>	<i>Decision</i>	<i>Date</i>	<i>Description</i>
			demolished.
C/12/2184306	Appeal Allowed in Part	07.02.14	The material change of use of the land from horticultural use to a mixed use comprising the storage of motor vehicles, the stationing of a portable office building used as an office, a scaffolders' yard and a firewood yard, including the stationing of storage containers, together with facilitating operation development comprising the erection of concrete steps.
FG/42/12	Refused	26.07.12	Use of polytunnels for storage.

3.2. The relevant recent planning history of adjoining industrial land include:

<i>LA Ref</i>	<i>Decision</i>	<i>Date</i>	<i>Description</i>
W/4000626	Allowed	10-9-20	Appeal for FG/74/19/PL
FG/74/19/PL	Refused	10-10-19	Highdown Industrial Park: 2 commercial B1/B8 use buildings with associated car parking, access & refuse storage.
FG/135/19/PL	Granted	27-5-20	Silo at Former McIntyre Nursery: demolition of silo and erection of office building (B1(a) Business), 6 parking spaces for office workers and erection of boundary fencing.
FG/190/16/PL	Granted	1.2.17	Highdown House: application for removal of condition 3 following grant of planning permission FG/129/00 relating to the restrictive use of the ancillary office accommodation to the needs of agriculture, horticulture, forestry and for no other purpose.
FG/59/10	Granted	15.10.10	Land North of McIntyres Nursery: change of use from former agricultural nursery to B8 storage and wholesale supply of fencing and associated materials at (departure from the Development Plan).
FG/160/05	Granted	15.03.06	Highdown Farm: change of use of redundant horticultural pack house to B1/B8 use.
FG/129/00	Allowed	13.09.01	Appeal to demolish existing offices and provide replacement offices for McIntyres Nursery.

4. Planning Policy

4.1. The development plan includes:

1. The Arun Local Plan 2011- 2033, July 2018 (ALP)
2. The Ferring Parish Neighbourhood Plan 2014-2029, January 2015

4.2. The policies of the development plan should be applied in the context of the National Planning Policy Framework, February 2019 (NPPF).

5. The Proposal

- 5.1. The development proposals have been largely informed by the following 2 appeals:
- The Inspector's findings in an Enforcement Notice appeal which was allowed on the site (C/12/2184306).
 - An appeal allowed last month for a new B1/B8 unit on neighbouring land (W/4000626).
- 5.2. Standby Self Storage offer affordable self-storage facilities on secure and accessible sites. Their market is primary business to business (B2B), typically to customers with long-term storage requirements. They also serve homeowners who may require extra storage such as during house moves. Standby Self Storage wish to extend their branch in the Worthing area which adjoins the site and offer full-time employment to at least one local person.
- 5.3. Storage would be enclosed within standard shipping containers and not in the open. The new containers will be limited in height, with a single stack proposed. The development site would be amalgamated with, and accessed from, the applicants adjoining site.

6. Economic Growth and Sustainable Development

- 6.1. The development proposal receives support under paragraph 118 of the NPPF by reusing previously developed land which is not of high environment value. Paragraph 83 states that sustainable growth and expansion of all types of business and enterprise in rural areas should generally be supported. Local Plan Policy EMP DM1 encourages the expansion of existing businesses in rural areas subject to certain caveats.
- 6.2. It is understood that the application site was on the market for sale for 4 years as a horticultural nursery prior to 2012 and that no enquiry was received. The selling agent reported the small size of the site and its commercial surroundings were a significant impediment to its marketability. However, the question of redundancy and marketing of the land proved to be of little relevance to the Inspector's decision in the 2014 appeal. The Inspector was mindful that the development plan policies seek to protect the countryside for its own sake, rather than to safeguard the availability of sites for horticultural businesses. The Inspector considered all 3 elements of the mixed use were; *"small and relatively low key"* and; *"all provide employment, albeit limited, and provide services to those living in the area."* The Inspector found; *"there is nothing before me to the effect that a small horticultural business, inevitably restricted in size and scope by the limited size of the site, would be likely to make a greater economic contribution. I conclude that all 3 components of the mixed use of the appeal site contribute positively to the local economy and, if allowed to remain insitu, would continue to do so. This being so, I find no serious conflict with the objective of the NPPF or draft ELP Policy SP4 insofar they are relevant to this issue."*
- 6.3. The proposal involves no significant change in these material considerations. The development would expand an existing and successful local business. It would be sustainable and enable it to serve the needs of other business in the local area. The development would provide a positive economic benefit, including offering additional local employment.
- 6.4. With regard to the environment, the current open storage, the former car storage use and the proposed self-storage use are all low-key in nature. The volume of traffic generated for each storage use is not likely to reach a level to detract from the character of the established commercial area. Moreover, the Inspector noted that, in terms of energy conservation and climate change; *"all 3 business on the appeal site is such that distances likely to be travelled"*

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by vehicles associated with them could be considerable, irrespective of where they are based.” He stated that; “the scaffolders and landscape/arboricultural contractors will travel from their respective yards to wherever they are working, which could be anywhere within a considerable radius. Similarly, stored motor vehicles associated with the internet sales business are likely to be driven over distance to wherever the viewing or purchasing customer happens to be. It therefore matters little in terms of locational sustainability whether such business are located in town or countryside. No matter where they are, their activity will involve driving vehicles considerable distances into the countryside”. By contrast, the users of the extended self-storage facility are more likely to be local. The Inspector, who was clearly mindful of the fall-back position, concluded: “in any event, the lawful horticultural use would, in all likelihood, attract vehicle movements over distance and between town and countryside on a similar or greater scale.”

7. Visual Impact

- 7.1. The site is surrounded by built form or developed land to the north, east and south boundaries. Moreover, there are mature trees that substantially screen the established commercial enclave from all but limited and restricted views from the surrounding countryside.
- 7.2. Views of the site from the east are mitigated due to dense tree/vegetation screening that is present along the whole side of the private driveway/footpath that is accessed from the A259 Littlehampton Road. To the south, the site is set back from the A259 by a considerable distance and is screened by adjoining commercial buildings and uses.
- 7.3. With regard to views from the north, when the Council granted consent for a storage use of the adjoining land to the north of the site (a timber yard), the Committee Report noted “*only glimpses*” of the timber yard could be seen from the public footpath which rises up to Highdown Hill (FG/59/10). The timber yard is effectively screened by a line of mature poplars. By contrast the development site, which lies further to the south, has a second line of conifer trees that screen the boundary with the timber yard. There is therefore even less potential for views into the development site from the National Park to the north.
- 7.4. The poplar tree belt to the north of the timber yard wraps around and continues as a double line of trees along the western boundary of the industrial park. These trees follow a roughly-made access track or drive. At the end of the rough drive, there is a short gap in the trees where 2 gates provide access into the development site. The tree belt then turns 90 degrees and continues to the west on the adjoining land. The overall result is that the mature trees effectively screen any direct or oblique long-distance views into the site along the western boundary from the elevated public footpath on Highdown Hill.
- 7.5. The Inspector for the 2014 appeal agreed. He found; “*that the boundary screening helps to hide all the uses on the site from walkers*”. He attached; “*little significance to the presence of parked vehicles adjacent to the road frontage, which would in all likelihood be a feature of the site for its lawful use*”. He stated that; “*moreover, I am mindful that open storage and display and the parking of sizeable vehicles would be part and parcel of a horticultural use and that, in views of the site in all directions, such activity is likely to be subsumed by similar uses on the surrounding commercial sites provided that is limited in height. This includes the stationing of storage containers, as long as they are not stacked. I therefore find that the mixed use, in itself, has no significant adverse implications for long distance views from Highdown Hill or the setting of the National Park*”.
- 7.6. The appeal decision set a height limitation of 3m on new structures, namely the scaffold shelters and racks and the height of containers were restricted to a single stack.

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- 7.7. Heavy vehicles and cars currently use the rough drive to the north of the timber yard to approach and enter the site from its western boundary. Traffic is in open and unrestricted view from the National Park: the tree belt stands on the southside of the drive rather than the north. This access into the site would be removed by the development. As a result, the setting of the National Park should be considerably enhanced as traffic movement associated with the activities of the scaffold and firewood yards will cease.
- 7.8. Furthermore, open storage on the site has over-spilled onto the access drive and beyond. There are also prominent piles of refuse, which are an obvious eye-sore in the wider rural surroundings. One positive advantage of the development is that open storage should cease if planning permission is granted.
- 7.9. The proposed containers would match the existing containers on the adjoining site. The dark green colour has been carefully chosen so that the containers will blend into the landscape as much as possible.
- 7.10. The existing timber close boarded fence on the western boundary would be replaced and increased in height to securely enclose the site and infill the 2 redundant entrance gates. Timber has been selected for the replacement fence (rather than metal palisade fencing) in order to match the existing. The fence would be additionally topped with a trellis to visually screen non-public views into the site from the adjoining land. The development would thereby respect and reinforce the existing landscape character and would not cause harm to the settling of the National Park.

8. Protection of the Countryside

- 8.1. ALP Policy C SP1 criterion (f) states that development will be permitted in the countryside where it is in accordance with other policies in the local plan which refer to a specific use or type of development. In this case Policy EMP DM1 applies since the proposal would create additional employment and support an existing local business. It would also meet the requirements of Policy SD SP3 (a) to (d).
- 8.2. Furthermore, the development accords with the development management criteria of EMP DM1 Section 6 in that:
 - a) It is an appropriate sized extension of an existing employment site. The development would protect and support the expansion of a successful business which meets local needs, which are predominantly other businesses. It will therefore enhance the vitality and viability of the local economy.
 - b) It would not result in an unacceptable intensification of use of the existing access drive (as described in section 9 of this statement).
 - c) It will not adversely harm the landscape context, neighbouring residential properties and its relationship to other neighbouring uses would be acceptable (see preceding section of this statement).
 - d) The site is accessible by public transport (see section 2.9 of this statement).
- 8.3. ALP Policy SD SP3 stipulates that development within designated gaps will be permitted if four criteria are met; it would not undermine the physical and/or visual separation of settlements; it would not compromise the integrity of the gap, either individually or cumulatively with other existing or proposed development; it cannot be located elsewhere;

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and it maintains the character of the undeveloped coast. The justification text to the policy emphasises that the policy is not intended to protect the countryside or landscape (as these have their own policies), but rather to act as a planning tool designed to shape the patterns of towns and villages within the District. It goes on to say that a clear break between settlements helps to maintain a sense of place for the communities on either side of the gap, and this can be assessed using measures such as inter-visibility and intra-visibility.

- 8.4. As mentioned previously, the development lies in a well-established commercial enclave in the countryside. The development would be contained within the existing pattern of built development on a site that is currently used for open storage. The proposal should therefore not result in a coalescence of the Angmering and Worthing settlements, nor compromise the integrity of the designated gap.
- 8.5. When seen from viewpoints on the edge of Angmering or Worthing, the development would not be visible due to the heavy tree or fence screening. The development would therefore have no adverse impact on the inter-visibility of the settlement gap (the ability to see one edge from another). Furthermore, from immediately outside or on the site, the visual separation between settlements would remain unchanged: there would be no material impact on intra-visibility (the ability to see both edges from single point).
- 8.6. The Inspector for the recent appeal for 2 new B1/B8 units to the south of the development site reached an identical conclusion. She stated: *“I am satisfied that the proposal would retain the break as existing between settlements”* and dismissed any reasonable notion of coalescence of development (W/4000626).
- 8.7. The development’s location makes more efficient use of land that is already in industrial use. Its proposed use and operation are directly related to the expansion of an existing local business on an adjoining site. The development would be best suited to this contained industrial area, as opposed to spreading the use elsewhere in the District. No reasonable alternative location therefore exists for the applicant: it enables the efficient use of the land and the storage business on an amalgamated site.
- 8.8. The development would clearly have no effect on the coast due to its inland location.
- 8.9. With regard to the Ferring Parish Neighbourhood Plan, the site is shown to be at the eastern end of an area hatched as; *“Land north of the Littlehampton Road”*. The Plan describes this land as; *“primary open countryside”*. Policy 7 states; *“the Neighbourhood Plan will resist any proposals for a change of use from an established agricultural, horticultural or equine use or any other unrelated uses”*. The significance of the last four words is not explained in the supportive text.
- 8.10. At an appeal in December 2015, an Inspector reviewed this ‘made’ Neighbourhood Plan in the context of the core principles of the NPPF as well as both the old Local Plan policies and the emerging Local Plan policies now adopted. The appeal decision allowed a change of use of land from agricultural to B8 Storage at Hangleton Nursery (W/15/3130471). This former horticultural nursey is located nearby off Hangleton Lane, which lies also north of the A259 Littlehampton Road. The site is situated in another enclave of developed land in an area designated as countryside. The Inspector considered the main issue for the appeal was; *“the effect of the proposal on the character and appearance of the Ferring area and the aims of policies on the protection of the countryside and a defined gap between settlements”*.
- 8.11. The Inspector stated; *“the area covered by the Plan is a relatively narrow part of the land lying north of the A259 with the appeal site at the western edge and consideration must be given to the situation beyond that Plan’s boundary. Looking further along the land north of*

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the A259, taken between the two roundabouts, there is more evidence of open countryside and views of the downs, and it is clear from visiting the site that reverse views from the downs would be available over the coastal plain and include (sic) the appeal site. The emerging 'gap' policy SD SP3 seeks to protect gaps in order to maintain a 'sense of place' for settlements, as countryside and landscape considerations have their own policies, as they do in the adopted, but dated Local Plan. Outside the Neighbourhood Plan Policy 7 area and the suggested 'gap', there is on the south side of the A259 the sizeable parking and buildings of a supermarket and a site for housing presently being developed. As a result, the truly open countryside land in both the wider 'gap' and the Policy 7 area does not visually include the appeal site, but it is clear to the east and west beyond the farm buildings and garden-centre respectively and to the north within the South Downs National Park area the swathe of open countryside is more coherent and is safeguarded separately by the National Park designation." The Inspector noted that the appeal site was bounded by built form and developed land. He found the open land, hardstanding and disused horticultural buildings were *"unattractive and neglected"* and considered the *"open nature of which does little to enhance the character or appearance of the area, the value of either the 'gap' or the aims of Policy 7"*.

- 8.12. The development proposal at Hangleton Nursery was to store up to 100 cars prior to transfer elsewhere for sale. The Inspector allowed the appeal *"on the basis the storage of vehicles would be a low-level use, not able to be readily seen from the main roadand would be hardly perceptible from viewpoints on Hangleton Lane or other ground level places nearby. The vehicles would be seen from the elevated viewpoints on the downs, but then in the context of the other development in the vicinity and more particularly the large area of car parking presently associated with the car dealership"* (namely Yeomans-Peugeot, fronting the A259). He stated: *"whilst the unattractive and unproductive nature of the existing land would appear vacant or open in those elevated views, the almost surrounding development would not allow it to contribute significantly to the setting of the downs or the designated Highdown Hill heritage asset, as sought in the Neighbourhood Plan. Use as proposed would not therefore undermine the reasons for the designation of either the National Park or the heritage asset and would not cause harm to either. Similarly, the effect on the 'gap' designation would be limited due to the limited contribution that the site's almost vacant state makes to the perception of there being a gap at or near the site. The settlements Angmering and Worthing are kept apart by other land, and the use of the Appeal site as proposed would not be seen as an encroachment of either vehicles or activity or a consolidation of sporadic environment"*. The Inspector concluded there were only *"limited effects and conflict with the countryside policies of the 2003 Local Plan"*.
- 8.13. There are direct and comparable locational circumstances with the Hangleton Nursery site and the application site. Both involve low-key development in established commercial enclaves which create no material visual harm to the character and appearance of the countryside or the 'gap' designation. However, there is one notable difference in that there are elevated views from the Downs of the open car storage at Hangleton Nursery. By comparison, the elevated views of the application site from the Downs are effectively screened by mature trees to the north, east and west. In this regard, there is even less conflict with the countryside policies for the development proposal. Furthermore, there are prominent views from the Downs of open storage and the parking of caravans, trailers, boats, motor homes and vehicles, as well as storage containers (including double-stack containers) on land adjoining Hangleton Lane (see attached photos).

9. Traffic Generation

- 9.1. The Inspector for the 2014 appeal on the development site stated that the access road is; “good quality”. He found; *“that business within the same commercial enclave.... already generate substantial traffic including heavy vehicles”*. He noted that traffic generation for vehicle storage would be limited to initial delivery, dispatch for sale and staff trips from and to the site to accommodate customer viewings elsewhere. He stated that; *“drawing on my own judgment and experience and in the absence of survey data I find that, overall, traffic generated by the mixed use of the site as a whole, even allowing for potential intensification, would in all likelihood be no greater in volume than that which would arise from a reinstated horticultural enterprise and, given the likelihood of customer visits associated with the latter, little different in terms of its vehicular composition. Moreover, it would add little to what is already generated by neighbouring uses such that this aspect would be subsumed by its context.”* The Inspector concluded; *“I find no harm to arise in terms of highway safety”*.
- 9.2. The demolished storage facility on the adjoining site provided an internal floor space of 905m², which could have potentially stored at least 100 cars. The Inspector clearly envisaged a notable amount of daily comings and goings of cars with initial delivery and then dispatch for both customer viewing or sale, as well as staff trips to and from the site. In addition, there was further traffic movement of heavy vehicles, vans and cars using the scaffold and firewood yards. A traffic count of these vehicles over a period of one week is attached in Appendix 1.
- 9.3. The proposed container self-storage facility is a low-trip generator. Automated gate entry records are available of the existing site which demonstrate a low number of daily vehicle movements of cars or small commercial vehicles. Customers typically use the facilities for long-term storage. Gate entry records are attached in Appendix 2 from February when the containers were 70% occupied (pre-Covid) and from August when the site was fully occupied.
- 9.4. The total storage floor area of the adjoining storage site is 582m². The average number of visits each day during August is 12; one can be discounted as this is the daily entry of the freeholder. This equates to 1 trip for each 53m² of floor area (582m² divided by 11).
- 9.5. The proposed lettable floor area for the additional 75 containers is 1,035m² (see Design and Access Statement). The anticipated daily trip generation for customers is 19.5 (1,035m² divided by 53m²).
- 9.6. Any increase in traffic flows should therefore be minor compared with the existing and previous storage uses and less than the former horticultural use of the site, especially if a ‘farm shop’ element was included as mentioned by the Planning Inspector. Historically traffic movements would have included farm machinery and large, heavy commercial vehicles. Currently there are heavy vehicles servicing the development site and the various business uses within the industrial park. Whilst the development may result in increased traffic movements of cars and light vans, it should not amount to a material increase to that which currently exists or could exist with the former use.
- 9.7. The proposal is therefore unlikely to cause any significant harm to residential amenity by way of noise and disturbance due to an increase in the use of the access driveway. The 3 relevant residential properties also front the busy A259 Littlehampton Road.

10. Conclusions

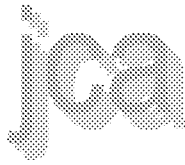
- 10.1. The Inspector for the 2012 appeal on the application site clearly considered that a relaxation of restrictive locational policies of the former and emerging development plans were justified. He concluded; *“in this particular case, the location of the appeal site with an established commercial enclave where authorised uses already generate considerable activity, the*

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brownfield nature of the site and the pre-existence of a horticultural enterprise which would itself be commercial in character all combine to create a set of circumstances in which there is no significant additional harm to interest of acknowledge importance.” The proposed development shares these characteristics.

- 10.2. The development's location on established commercial land in the countryside would retain the identity of the gap between settlements. It would not have a material effect on inter-visibility or intra-visibility between Angmering and Worthing.
- 10.3. The development would be hardly perceptible, if at all, from elevated public viewpoints due to the established tree screen and separation distances. Fencing would also screen the site from nearby non-public ground level views.
- 10.4. Any increase in traffic should be relatively minor as the development is a low-trip generator. When assessed in the context of the both the current and former storage uses, as well as the historic horticultural use (with its potential as a farm shop), any increase in vehicle movements are unlikely to be perceptible, nor amount to a material intensification.
- 10.5. The extension of the existing self-storage facility will service local business needs and contribute positively to the local economy.
- 10.6. The Council is therefore requested to support this application and grant planning permission.



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APPENDIX 1

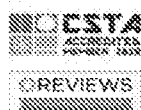
TRAFFIC SURVEY

Use of Access Drive Leading to the Development Site

<i>Date</i>		<i>Cars</i>	<i>Vans</i>	<i>Lorries</i>
Sat	19/09/2020	4	4	0
Sun	20/09/2020	3	2	0
Mon	21/09/2020	5	6	2
Tue	22/09/2020	4	7	0
Wed	23/09/2020	5	8	1
Thu	24/09/2020	9	7	4
Fri	25/09/2020	12	6	3
Total		42	40	10
Daily Average		6.0	5.7	1.4

Notes

- 1) Traffic count is vehicles using the access drive to the north of the timber yard
- 2) Data collected by Standby Self Storage from viewing recorded CCTV images
- 3) CCTV views are from the gate camera to the entrance of the existing storage site
- 4) Vehicle movements to the Timber Yard are excluded.



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APPENDIX 2

GATE RECORD OF ENTRY

18/09/2020

Standby Self Storage, Littlehampton Road, Worthing, West Sussex BN12 6PG

<i>Date</i>	<i>Entry to site: All movements</i>	<i>Date</i>	<i>Entry to site: All movements</i>
Feb-01	1	Aug-01	15
Feb-02	4	Aug-02	8
Feb-03	9	Aug-03	14
Feb-04	8	Aug-04	18
Feb-05	10	Aug-05	14
Feb-06	12	Aug-06	17
Feb-07	13	Aug-07	6
Feb-08	8	Aug-08	10
Feb-09	7	Aug-09	3
Feb-10	4	Aug-10	12
Feb-11	8	Aug-11	10
Feb-12	8	Aug-12	12
Feb-13	13	Aug-13	17
Feb-14	7	Aug-14	16
Feb-15	6	Aug-15	9
Feb-16	0	Aug-16	4
Feb-17	11	Aug-17	14
Feb-18	6	Aug-18	20
Feb-19	11	Aug-19	11
Feb-20	9	Aug-20	12
Feb-21	5	Aug-21	16
Feb-22	11	Aug-22	8
Feb-23	1	Aug-23	4
Feb-24	10	Aug-24	25
Feb-25	7	Aug-25	10
Feb-26	10	Aug-26	16
Feb-27	18	Aug-27	14
Feb-28	5	Aug-28	13
Feb-29	6	Aug-29	9
		Aug-30	5
		Aug-31	12
Totals	228		374

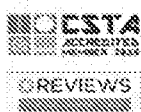
Average per day: 7.86

Average per day: 12.06

Occupancy: 70% full

100% full

STANDBY
self storage



Aylesbury | Croydon | Epsom | Horsham | Molesey | Worthing