

Ferring Parish Council.

1 Elm Park, Ferring, West Sussex BN12 5RN

(Number of pages : 3)

[FG/163/21/PL](#) *adjacent to* The Chalet, Littlehampton Road, Ferring

The Application

This is a Departure from the Development Plan, outside the built-up area in countryside with specific provisions contained within the Ferring N.P. and the Arun L.P. as a recognised gap between settlements.

The application form contains factually incorrect and misleading statements. The application states the site is residential, which it is not and confirmed by ADC as being agricultural. The plot on which The Chalet stands may be residential but the plot which is the subject of this application for the purposes of the proposed industrial units is agricultural and currently used for that purpose. The application also states that there will be no industrial or commercial activity carried out on site, which completely contradicts the proposal for a marine workshop and for a martial arts centre.

This application would require a change of use from agricultural to industrial/commercial which conflicts with the Ferring NP and Arun LP. There is no exceptional basis presented within this application to justify a departure from the Development Plan and the loss of valuable agricultural land.

Proposed/Existing Businesses

The Martial Arts Centre and the Marine Workshop business are both currently operational (according to their respective websites). The marine workshop itself is claimed to be located on a nearby industrial site in Angmering, which is far more suitable for that purpose than a countryside agricultural plot, which is what is being proposed here. The industrial site location demonstrates that suitable premises are available locally.

For the martial arts centre there are numerous other suitable venues locally, both within Ferring Village itself and nearby at Angmering, East Preston and Goring/Durrington, that would not necessitate the loss of our agricultural land. The Ferring Village Hall and the Glebelands Community Centre, for example, both in Ferring village centre, offer inexpensive facilities for such clubs and similar exercise/sport based activities have been carried out there successfully for many years. An existing martial arts class in operation once a week at The Glebelands Centre already. They are better located for walking/cycling and bus services in existing, well established community based premises whereas the proposed site outside the built up area, located off an unlit busy dual carriageway with no bus services would likely generate more motorised vehicle journeys and hinder access for those without vehicles.

Staff Numbers

As the businesses are currently operating nearby, there may not be any additional staff number benefit as they may already be employed in those businesses. Furthermore, the loss of the agricultural business could reduce the net staff numbers. The application does not provide any clarity on this as it does not make any reference to the existence of or relocating current operations.

Location and Access

The site which is the subject to this application is south of the other commercial developments and is bordered on 3 sides by agricultural, Green Field and residential land with a private driveway, private access track and public bridleway to Highdown Hill on the eastern edge. This cannot therefore be claimed to form part of the current commercial area and would constitute a further unjustified incursion into countryside within a recognised gap between settlements.

Horses need to cross the junction of the track, being used by all the vehicles using the various sites in this location, where it meets the A259 in order to reach the equine crossing on the west side of the junction. The track is divided, with the public bridleway forming the eastern side and a gated central section (the widest element) providing private access to the other sites with a narrow private gated driveway on the western edge providing the only vehicular access to The Chalet and the agricultural plot (which is the subject of this application) associated with it. The applicant does not have possession of access rights to the full width of the track. This is reinforced by other businesses that have stated their intention to refuse access/turning rights on land under their control. It highlights highway safety concerns for the manoeuvring of large vehicles and boat trailers entering that access driveway from the busy A259 dual carriageway, with risk of obstructing one or both lanes or damage to roadside verges, due to the narrow entrance, lack of slip road and insufficient splay. That would be compounded in the hours of darkness and adverse weather conditions and is clearly dangerous and unacceptable.

There is no passing provision on the narrow driveway. The applicant does not have the rights to be able to widen the driveway on the western side and so the question of trespassing onto the central private track must be considered as must be the situation if the track should be fenced off from the driveway in the future to prevent such trespass. Any vehicles leaving the site would effectively prohibit another vehicle entering potentially causing an obstruction on the dual carriageway. As the applicant has no access rights to that privately owned track and would be unable to prevent any physical barrier being installed by the owners, it must render planning consent for this proposal untenable.

No Highways Report or other highways safety assessment has been provided, which will be crucial due to the access safety issues from the dual carriageway into the narrow entrance to the site.

Operational Hours

The hours of operation are a concern. To have industrial, commercial and private vehicles accessing or leaving the site and engineering works or the undertaking of storage activities so close to residential properties 06.00 to 22.00 (08.00 to 20.00 for the marine workshop) EVERY day of the year including ALL BANK/PUBLIC HOLIDAYS cannot be reasonable. These are proposed operational hours which would also infer that there could be vehicles (e.g. staff) accessing and leaving outside those hours.

Statements

- No Highways safety assessments have been included.
- There appears to be no essential provisions for staff contained within the plans (e.g. toilets) or for users of the marshal arts centre.
- There is no noise assessment for engineering works to be carried out on site up to 20.00 every day of the year.
- This is a dark skies area for the SDNP and there appear to have been no specific design references to cater for this.

Ferring Parish Council request that ADC refuse this unsuitable, unjustified and incomplete proposal for which more suitable premises are currently being used by, or are available to, these businesses within the local built-up area. This proposal would result in the unjustified loss of agricultural land in this designated countryside gap between settlements and would increase vehicle activity, both contrary to ADC's Local Plan and stated Climate Emergency / Carbon Reduction objectives.