

Your Ref: FG/33/18/PL
Date: 19th March 2018

Ross Leal, DipTP, MRPTI
Senior Planning Officer
Development Management
Directorate of Place
Arun District Council

Dear Mr Leal

**Re: Land at the former McIntyre Nursery, Littlehampton Road, West Sussex BN12 6PG
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.**

I note from the online Planning Register that the County Highway Authority have responded on the 14th March to the statutory consultation with a request for further information. Specifically, clarification of how the containers would be delivered and removed from the development site.

The applicant proposes to deliver (and eventually remove) the containers using a 7.5 ton flat-bed rigid lorry. This small lorry has a 20' loadspace, sufficient to accommodate a standard 20' shipping container (6.06 x 2.11m). A small mobile crane would manoeuvre the container into the required position.

It is proposed to reconfigure the site entrance in order to improve access for a 7.5T flat-bed. The proposed site plan shows a 9m radius hammerhead entrance. The container delivery lorry would perform a reverse side turn into the site from the main access road and eventually exit the site in forward motion. The 9m radius turning circle and 6.11m width of the access road conform with, or exceed, standard highway geometry, rendering a swept path analysis superfluous. The new access point would also offer improved sight lines.

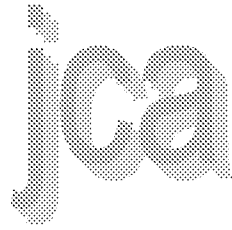
The existing road junction with the eastern carriageway of the A259 is outside the application site. However, a site visit (or 'walkthrough' on Google Maps) should demonstrate that the junction has excellent visibility and good geometry. To illustrate the point, I attach a Highway Plan with photographs. The Planning Inspector for the recent appeal considered the visibility at the junction was "good" (C12/2184306, para. 55). He found it already carried traffic from "heavy vehicles" (para. 16) and there was no objection to development from the CHA.

I note that the Ferring Conservation Group have referenced a more recent appeal (17/3181352) on land north of the development site in support of their objection dated 9th March. Whilst the two developments are both located on land designated as countryside, the proposals are akin to "comparing apples and oranges". This idiom is considered appropriate as the two developments cannot be directly compared. The quoted appeal site is an open agricultural field in unrestricted view from adjoining rural land. By contrast, the application site is located within an established commercial enclave in the countryside. It is surrounded on all sides by built form or developed land. It is additionally screened by mature trees from both the surrounding rural land and distant views from Highdown Hill. A more appropriate precedent is the 2016 appeal at Hangleton Nursery and, of course, the 2014 appeal on the development site (please see Planning Statement submitted with the application).

I do hope the above and attached drawing are sufficient for your purposes to conclude that the development is acceptable. In the event you require any further clarification, please let us know before finalising your report. Your confirmation to safe receipt of this email would be appreciated. Thank you.

Yours sincerely,

J V Barkham



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