

DESIGN & ACCESS STATEMENT
August 28th 2014

for

**Change of Use from Nursery
to
B8 Storage
Hangleton Nursery
Hangleton Lane
Ferring
Worthing
West Sussex
BN12 6PP**

GRS / 1555

by

GRS Architects Limited
Amended 19th February 2015

To be read in conjunction with GRS Drwg No. 1555/200

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DESIGN CONCEPT

The Existing Site

The existing site is accessed from Hangleton Lane via a concrete access roadway.

The site is currently divided into 3 areas, as can be seen from the attached aerial photographs. The first area is a general storage area, the second is the area previously used for composting & the third is the area of that was used the nursery.

The nursery area was covered by substantial greenhouses but these were recently dismantled & removed.

To the North of the nursery area running along the Northern boundary from East to West is a single storey storage shed that served the nursery. Attached to this shed at the Western end is a further storage building that again was ancillary to the original nursery.

The nursery use ceased in approximately 2000 & since then the nursery area has been largely vacant with just the buildings being used for storage.

The site is enclosed on the Southern, Eastern & Northern boundaries by substantial flint walls which also form the walls to the storage shed along the Northern boundary.

The Western boundary which abuts the parking area for the Carewatch office comprises of a timber panelled fence with concrete fence panels.

The Western boundary to Florence Villa comprises of a substantial masonry wall with a mature hedgerow behind.

The site as whole is very well screened from neighbouring properties & from the surrounding countryside.

The site is surrounded by a mixture of domestic & commercial uses. The commercial uses vary from Yeoman's Peugeot dealership, to stables, to Southern Cross Caravan Storage to Reynold's Nursery & container storage & the Carewatch offices.

Design Proposal

The proposal seeks a change of use of both the land & the existing buildings to B8 storage.

The site offers an ideal ready made storage facility with good access, security & screened from view by substantial boundary walls & mature planting.

The use is well established in the immediate area as can be seen from the aerial photographs that are attached.

Highways / Transport

It is intended that motor vehicles will be stored on the application site. The number of vehicles stored on site will vary between 70 – 100 with the number of vehicles peaking during the new registration months of March and September.

The motor vehicles will be delivered to site by car transport companies who will normally use an 11 car transporter. There will be an average of one transporter delivery per day and a maximum of 20 car movements per day.

The cars will be transferred from the storage compound to the adjacent dealership for customers to take delivery of the same so there will be no general access for the public.

Currently new vehicles are being stored at a compound in Angmering by Yeomans. This obviously involves moving 20 vehicles from that compound to the dealership in Ferring on a daily basis.

By storing the vehicles on the adjacent site these vehicle movements on the local highways will be reduced.

The transporter tracks and turning area illustrated by the application drawings represent an 11 car transporter. This type of transporter typically has a tractor unit 6200mm long from front bumper to pin and trailer length, from pin to rear bumper, of 12550mm giving an overall length of 18750mm.

We have demonstrated by way of swept path analysis drawings that an 11 car transporter can ingress & egress the site via the main site entrance located on Hangleton Lane.

We have also demonstrated on the application drawings that the transporter vehicle can turn around on site. The transporter when delivering vehicles will travel on the existing concrete access road and hard standings.

Car parking has been proposed for staff although the number of visitors to the site will be minimised and certainly no customers will be received on site. As stated previously the cars stored on site will be transferred to the dealership for handover to the customers.

The proposed operating hours for the storage facility will be 8:00 to 18:00 Monday to Saturday and there will be no deliveries on Sundays or Bank holidays.

The vehicle movements & in particular heavy goods vehicle movements associated with the proposed useage are substantially reduced when compared to those activities that have previously been granted or that have been carried out on site as detailed below.

NOISE

Hangleton Nursery is enclosed, except for the entrance off Hangleton Lane, by high walls. Along the western boundary of the storage area is a soil mound which acts as a visual and noise screen.

The noise generated by the vehicle storage operation will be minimal. A fully laden modern 11 car transporter used by the motor manufacturers to deliver cars can be off loaded completely in 10 minutes. As previously stated there will be an average one transporter delivery per day. A maximum of 20 stored cars will be removed from the storage facility in any one day which equates to 2 per hour.

The compound area is substantial and it will be possible to store the cars in such a way that it is possible to remove any vehicle without the need to move another. This will ensure that activity and therefore noise is reduced to a minimum.

The proposed activity when compared to the previously approved uses of horticulture and composting generates far fewer traffic movements and on site noise generation.

The composting activity alone generated an average of 12 vehicles a day up to a maximum of 10 tonnes delivering green waste.

The green waste was then shredded by a screener previously used for wood chipping. The loads of green waste were pushed into heaps with a front loader tractor and then the loader was then used to transfer the material into the hopper fed shredding machine. The shredding process was ongoing for typically one hour per day. The shredded material was then taken by the loading tractor across the site into the greenhouse where it was placed in windows (sections) 2.5 metres high and 10 metres long.

The windows were turned by the loading tractor at least 6 times to achieve the required quality of compost.

The resulting soil conditioner was stored on site by loading tractor.

The conditioner was then blended with poorer quality subsoil by loading tractor in the same mixing/turning methodology as used to turn the shredded waste.

The finished mixed product was then stored on site within the glasshouse building using a loading tractor to serve the horticultural business.

Clearly there was a level of noise generated in carrying out the above activity and that associated with the horticultural business through deliveries & on site activities that will not be matched by the activity of storing cars.

Furthermore we have attached a statement made by Millbeech Limited detailing the various aggregate storage operations that have been ongoing on site since 1997.

It is clear from the Statement that the aggregates/recycling materials storage & grading activities have been extensive during the period from 1997. This activity has attracted a variety of different traffic movement on & off the site & varying levels of on site activity all of which have generated a level of noise.

Clearly the proposal for a change of use to B8 & in particular to store cars on the site will not generate anywhere near the same level of on site activity or vehicle movements to & from the site.

SUSTAINIBILITY OF DESIGN

Land / Building Use

The building fabric of the existing storage sheds are satisfactory & in due could easily be upgraded to provide a long term sustainable solution for covered storage on the site.

The adjacent Peugeot dealership will provide office and welfare facilities for the storage area.

ACCESSIBILITY OF DESIGN

No alterations are proposed to the facilities on site & there will be no general public access to the site. The nature of the use will mean that wheelchair users will not be employed on site.