



**Harvests
Norton Lane
Norton
Chichester
West Sussex
PO20 3NH**

14th December 2025

Dear Mr Davis,

Planning Application AL/107/25/PL

I copy below my letter to Mr Kyran Schneider of WSCC Highways on the subject of the above Planning Application. I would ask you to consider this correspondence and view it as an addendum to my letter of objection of 20th November.

Please post this letter on the Arun DC planning portal as an additional objection.

You will see from my letter to Mr Schneider that I have requested that WSCC Highways conduct a swept path analysis of the access to Old Dairy Lane (the site access) at its junction with Norton Lane. This analysis has not been undertaken to date. Residents have serious concerns about safety hazards and on informally measuring the sight lines believe the access to be non-compliant with the relevant standards.

I would strongly urge Arun District Council to request that a swept path analysis is carried out before determining this Application.

The residents of Norton Lane continue to monitor the progress of this Application and to satisfy themselves that due process is being followed.

I note in the correspondence posted on the Arun DC Planning Portal an email exchange with the Applicant's Agent;

From: Simon Davis
Sent: 04 December 2025 12:27
To: Kate Chapman [REDACTED]
Subject: RE: Land at West Barn, Old Dairy Lane - AL/107/25/PL

Hi Kate,

I will be aiming for the 14/01/26 Committee Meeting. Reports have to be written by 22 December.

I am currently seeing a lot of requests from residents for swept path diagrams for the Old Dairy Lane/Norton Lane junction (concerning use by larger vehicles). However, WSCC Highways have not requested these and so I am not formally requesting.

Kind Regards

Simon

Simon Davis MRTPI
Principal Planning Officer, Directorate of Growth
T: 01903 737874
E: simon.davis@arun.gov.uk
Arun District Council, Civic Centre, Maltravers Rd
Littlehampton, West Sussex, BN17 5LF
www.arun.gov.uk

In the light of the information I provide in my letter to Mr Schneider below I would ask you to please reconsider your position of not formally requesting a swept path analysis.

Yours sincerely

John Spence

Letter to Mr Schneider follows

Dear Mr Schneider,

Planning Application AL/107/25/PL

I write in relation to the following planning application;

Reference	AL/107/25/PL
Status	Undecided
Proposal	Demolition of existing tennis court and erection of a commercial building (within Use Class E(g)), parking, landscaping and other associated works. This application is a departure from the Development Plan, may affect the character and appearance of the Norton Lane, Norton Conservation Area and is in CIL Zone 3 (Zero Rated) as other development.
Location	Land at West Barn Old Dairy Lane Norton PO20 3AF
Parish	Aldingbourne
Case Officer	Mr S Davis
Received	20-10-25
Validated	27-10-25
Decision By	26-01-26
Comment By	22-12-25
Applicant	Biodot Limited West Barn Old Dairy Lane Norton PO20 3AF
Agent	Gillings Planning Ltd 2 Wessex Business Park Colden Common Winchester SO21 1WP

Within the correspondence on the Arun District Council planning portal there are several contributions from WSCC.

The first comments of note are contained within the document;

'Planning Supporting Statement (incorporating Statement of Engagement)' Submitted on behalf of the Applicant

Please find an extract below;

A request for pre-application advice (ref: PRE-18-25) was submitted on the 20th March 2025 to West Sussex County Council. A meeting was held on the 24th April and a formal response was issued on the 25th April. This was a positive response in which the main points raised were as follows:

Topic	Comment
Access and Visibility	<ul style="list-style-type: none"> • Satisfied that the existing access point affords suitable visibility in both directions. • No modifications to the existing point would be warranted for an application of this scale. • No evidence to suggest the existing access point has been operating unsafely, or that the proposals would exacerbate an existing safety concern.
Capacity	<ul style="list-style-type: none"> • Proposal requires an additional 5 members of staff and visitors a couple of times per month. – This would represent a negligible increase when considering what the wider site currently generates. • TRICS data indicates that the proposed building/use could generate 12-13 two-way movements during the network peak times. – This would not be considered a significant increase in trips so no capacity concerns.
Parking and Turning	<ul style="list-style-type: none"> • Should be in accordance with Arun parking standards. • 36 spaces would be considered acceptable. • 9 cycle spaces would be required being covered and securable. • 7 car parking spaces are to be EV charging spaces. – Arun parking standards requires 30% of parking spaces to be provided. – May wish to increase to 10 spaces to align with policy.
Sustainability	<ul style="list-style-type: none"> • Proposal represents options for sustainable travel. There is a bus stop located approximately 500m south of the site on Nyton Road, whilst more regular bus services can be caught from the A29, with walking/cycling distance. Barnham Railway Station is also located within cycle distance of the site. • Electric minibus to collect visitors to and from the site will reduce the need for private car use. • A Travel Plan Statement will be submitted.

Taking the three bullet points under the heading ‘Access and Visibility’

- The access to the site does not afford suitable (25m) visibility in either direction
- This is a new build site and although the applicant has provided a swept path analysis on the site no such assessment has been provided at the entrance of the site (Old Dairy Lane / Norton Lane junction). It is important to note that this is not an extension to an existing building it is a proposed new commercial building and the access requires assessment on that basis
- Please see my objection letter of 20th November (posted on the Arun DC planning portal) where I provide photographic evidence that HGV vehicles currently cannot access the site. They park in Norton Lane and transfer the goods along Old Dairy Lane by forklift truck. Whilst this operation is in progress Norton Lane is partially blocked causing safety concerns for road

users and pedestrians owing to lack of visibility. You will also find from another objector photographic evidence of driveways being blocked which again raises safety concerns should there be an emergency. For ease of reference, I have copied this material within this letter below

I strongly urge WSCC Highways to undertake a swept path analysis of the entrance. In fact, I cannot understand why this has not been undertaken to date. This is now particularly relevant as the true constraints of the access are now clear as adjacent landowners have now fenced their property and the true dimensions of the access are now visible. (See photo under the heading 'Clarity on Site Access')

Taking the first bullet point under the heading 'Capacity'

- The applicant advises 5 additional employees but there are 36 additional car parking spaces. As the applicant does not own the site who can guarantee that the building will not be put to an alternative use utilising the 36 spaces?

Taking the first bullet point under the heading 'Sustainability'

- This is not a sustainable site from a travel perspective

Please see the Arun District Council Case Officer's report (25.10.2016) for a previous application (AL/59/16/PL) on this site which states;

- 2 By reason of the site's unsustainable location outside of the defined built up area boundary, its distance from bus stops & local shops and the lack of footpath access to such; the proposal will be car reliant and this will result in environmental harm contrary to policy GEN7 of the Arun District Local Plan, policies GA1 and EH1 of the Aldingbourne Neighbourhood Plan and paragraphs 7, 14, 17 & 34 of the National Planning Policy Framework.

The bus services referred to are infrequent and not of suitable timings for travel to and from the workplace. This is easily established by examining local bus timetables.

Turning to another document on the Arun DC planning portal

'Email from Mr Kyran Schneider to Mr Simon Davis 05.12.25'

From: Kyran Schneider [REDACTED]
Sent: 05 December 2025 10:33
To: Simon Davis <Simon.Davis@arun.gov.uk>
Subject: RE: AL/107/25/PL - West Barn, Old Dairy Lane

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Good Morning Simon,

Thanks for sending this through – I am minded to agree that a re-consultation would not be warranted, based on the changes made. I also agree with your point on swept path tracking. HGVs unloading from Norton Lane is an existing arrangement that has operated safely, and the proposals, from my understanding, do not propose to change this existing arrangement. This is why swept path diagrams were not requested.

So the comments contained within my previous consultation response can be applied to the current set of plans.

Kind regards

Kyran Schneider BSc (Hons) MCIHT
Planning Technician
Information Management - Planning Services - Highways Transport & Planning
West Sussex County Council
Location: Ground Floor, Northleigh Building, Chichester, PO19 1RH
[REDACTED]

I do not understand the view that the existing arrangement ‘operates safely’. As mentioned above there are significant safety hazards when HGVs unload in Norton Lane to transfer their goods along Old Dairy Lane by forklift truck.

Please find an extract below from my letter of objection on 20th November

2.2) Restricted entrance to Old Dairy Lane

The entrance between two brick gate pillars to Dairy Lane is only 3.44m in width. There are 2 No parking spaces for the residential property ‘Long Barn’ (Formerly known as ‘The Hovel’) adjacent to the entrance on the left-hand side whilst the property ‘East Barn’ (first on the left in Dairy Lane) also has 1 No private parking space. These parking spaces restrict vehicle movements into Dairy Lane (see Plate 1). This is certainly insufficient to permit two vehicles to pass simultaneously and creates a current access issue even without the additional traffic movements associated with this proposed development. It is also important to note that the applicant does not own the brick pillars of the gateway neither does the owner of the tennis court.

Furthermore, the entrance to the proposed West Barn development site is immediately opposite a listed building (Letterbox Cottage) and increased traffic flow including the difficulty of manoeuvring vehicles will have a potentially detrimental effect on this listed building.

Plate 1 – Photograph highlighting the restricted access to the proposed West Barn development owing to narrow gateway and private parking space at the property ‘East Barn and ‘Long Barn’. Note the white vehicle in the East Barn private parking space and the black vehicle in one of the two ‘Long Barn’ private parking spaces.



This restricted access will cause issues of traffic ‘backing up’ into Norton Lane and potentially hamper the access of emergency vehicles.

Even before any additional development (which includes 36No additional car parking places and 2No LGV spaces) there are current problems in Norton Lane. Large delivery vehicles cannot access the site and resort to parking in Norton Lane opposite Letterbox Cottage. From there a forklift truck is used to carry the deliverables along Dairy Lane into the West Barn site. This leads to obstructions in Norton Lane (see Plates 2, 3 and 4 below).

Plate 2 – Photograph showing a delivery vehicle parked outside ‘Long Barn’ and opposite ‘Letterbox Cottage’ being forced to deliver by forklift truck owing to the inadequate access to the West Barn Site (10:20am 3rd October 2025)



Plate 3 and 4 – Photographs showing a delivery vehicle parked outside 'Letterbox Cottage' being forced to deliver by trolley owing to the inadequate access to the West Barns site (9am 19th November 2025)



Ends

Photos from another objector on the Arun DC planning portal show delivery HGVs (that cannot access Old Dairy Lane) blocking the access to the listed property 'Letterbox Cottage' and obscuring the access to Old Dairy Lane itself.

Photo showing delivery HGV blocking the entrance to Letterbox Cottage



Photograph showing delivery vehicle obscuring the sight line of vehicles leaving Old Dairy Lane (the wheely bin is at the entrance to Old Dairy Lane).



Mr John J. Spence

Letter to Mr Simon Davis, Arun DC re Planning Application – AL/107/25/PL, 14th December 2025

It can clearly be seen that the existing access and delivery arrangements to the Old Dairy Lane site are inadequate. Numerous safety hazards are presented to other road users, pedestrians & cyclists and to those accessing their driveways. The proposed further development of the site will exacerbate this situation.

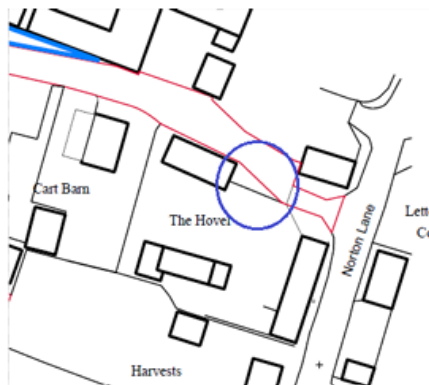
I refer to another document on the Arun DC planning portal

'Email from Simon Davis to Kyran Schneider of 4th December 2025'

From: Simon Davis <Simon.Davis@arun.gov.uk>
Sent: 04 December 2025 13:01
To: Kyran Schneider [REDACTED]
Subject: RE: AL/107/25/PL - West Barn, Old Dairy Lane

Dear Kyran,

Further to your comments below, the applicant has corrected their red edge to remove the part they included which is a parking space to East Barn. Residents are keen that we re-consult Highways on this point, but I am not doing so as I don't consider it a material change. The change is shown ringed in blue below:



In addition, residents are querying why we have not requested swept path drawings to show how an HGV or other large vehicle can access the site from Norton Lane. I have replied to say that WSCC Highways have not requested swept path diagrams so there is no need for the LPA to do so. I have also said that "As I understand it HGVs cannot currently access the site and so unload on Norton Road. This is an existing situation. To that end I am unsure what purpose tracking diagrams/swept paths would serve." I have seen several photos submitted by residents showing HGV's unloading on Norton Lane presumably because they cannot navigate the turn into Old Dairy Lane. This may or not be due to the parking space on the southern side of the access junction as local residents have also said that sometimes that particular resident is asked to move their car.

It would be helpful for my purposes going forwards if you could indicate that the change to the red edge does not in your view amend your position. Also, what your view is on the need for swept path drawings.

I appreciate I probably should ask these questions via a re-consultation, but I don't consider that necessary (although I will if you prefer).

Kind Regards

Simon

Simon Davis MRTPI
Principal Planning Officer, Directorate of Growth
T: 01903 737874
E: simon.davis@arun.gov.uk
Arun District Council, Civic Centre, Maltravers Rd
Littlehampton, West Sussex, BN17 5LF
www.arun.gov.uk

This email deals with the incorrect boundaries shown in the original application.

Yes, the resident has been asked to move his car but it is parked on land in his ownership and he will not always be available to move his vehicles should he so wish.

Again, I would strongly urge that a swept path analysis is undertaken followed by a re-consultation.

Local residents have undertaken informal sight line measurements and the access would appear to be non-compliant with the relevant standards in both directions.

Clarity on Site Access

It has not been at all clear either in the original application or indeed visibly on site the restrictions that the entrance to Old Dairy Lane presents.

Neighbouring land owners have now fenced their properties which make the position much clearer.

I include a photograph below taken on 7th December showing a clearer picture of the restricted access.

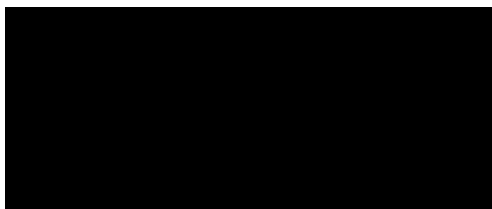
Notes;

- a) New fencing on the right highlighting the edge of the access drive
- b) New fencing on the left adjacent of East Barn highlighting the edge of the access drive
- c) The white van parked outside East Barn is in a private parking area belonging to East Barn
- d) The black vehicle on the left is parked in a private parking area belonging to Long Barn (formerly 'The Hovel')



In summary, I would strongly urge WSCC to conduct a swept path analysis of the access to Old Dairy Lane owing to the perceived non compliances and safety hazard concerns. It is important to note that this is not an extension to an existing building it is a proposed new building and the access requires assessment on that basis.

If I can provide any further information, or if you wish me to clarify any aspect of the contents of this letter, please do not hesitate to contact me at the above address or on the above telephone number.



John J. Spence

From: Breezie Allwright
Sent: 15 December 2025 10:20
To: Planning Scanning
Subject: Fw: Planning Application AL/107/25/PL
Attachments: Ltr Simon Davis Arun DC 14.12.25.pdf

AL/107/25/PL
PL- rep-please redact

Breezie Allwright
Planner Degree Apprentice, Planning Department
T: 01903737889
E: Breezie.allwright@Arun.gov.uk

Please note my working days are Monday, Tuesday, Wednesday and Friday.

Arun District Council, Civic Centre, Maltravers Rd
Littlehampton, West Sussex, BN17 5LF
www.arun.gov.uk

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Our priorities...

 Improving the wellbeing of Arun	 Delivering the right homes in the right places	 Supporting our environment to support us	 Fulfilling Arun's economic potential	
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From: Breezie Allwright <Breezie.Allwright@arun.gov.uk>
Sent: 15 December 2025 09:34
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: Fw: Planning Application AL/107/25/PL

Breezie Allwright
Planner Degree Apprentice, Planning Department
T: 01903737889
E: Breezie.allwright@Arun.gov.uk

Please note my working days are Monday, Tuesday, Wednesday and Friday.

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From: [REDACTED]
Sent: 14 December 2025 21:06
To: Simon Davis <Simon.Davis@arun.gov.uk>
Cc: Planning <Planning@arun.gov.uk>; Cllr. Sue Wallsgrove <Cllr.Sue.Wallsgrove@arun.gov.uk>; Cllr. Paul Ayling <cllr.paul.ayling@arun.gov.uk>; Cllr. Anita Lawrence <cllr.anita.lawrence@arun.gov.uk>
Subject: Planning Application AL/107/25/PL

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Dear **Mr Davis**,

Please find attached a letter which I hope is self-explanatory.

Could you please acknowledge receipt.

Yours sincerely
John Spence