

Mr S Davis
Senior Planning Officer
Arun District Council
Civic Offices
Maltravers Road
Littlehampton
West Sussex

26 November 2025

Dear Mr Davis

AL/107/25/PL – Demolition of existing tennis court and erection of a commercial building (within Use Class E(g)), parking, landscaping and other associated works.
Land at West Barn Old Dairy Lane, Norton, PO20 3AF.

On behalf of Mr Mc Hale, who lives at New House Farm, I am objecting to the above proposal on the following grounds.

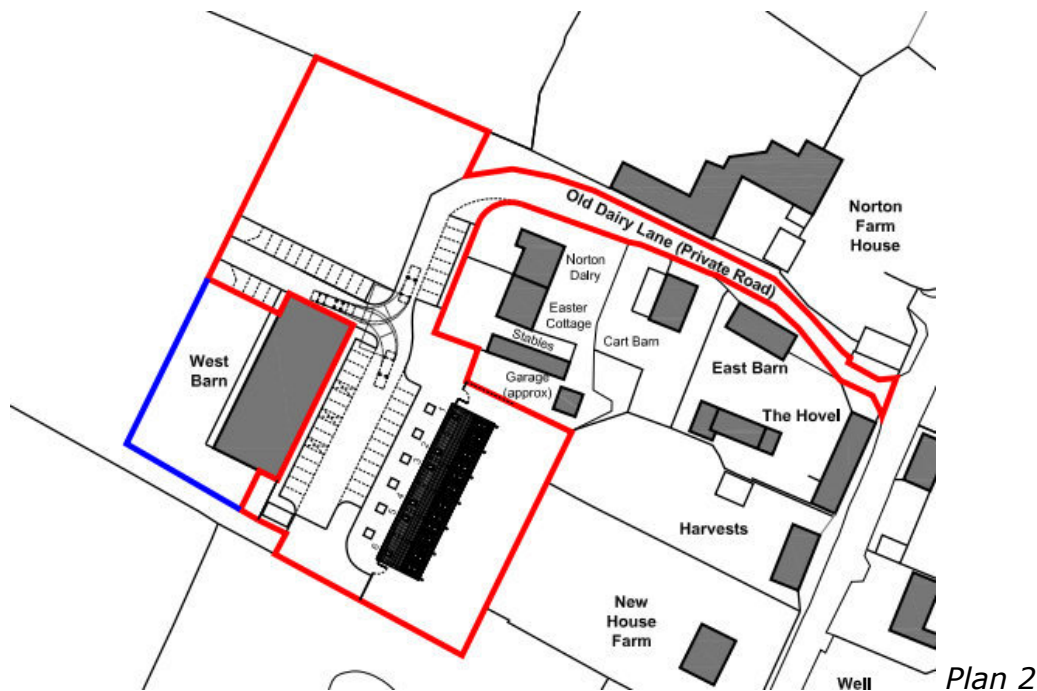
Sustainability/accessibility
Character appearance and heritage assets.
Living conditions
Access and Parking
Biodiversity

Error on the location plan

On the access road, close to the entrance the red line on the location plan is incorrect. The plan below shows the submitted location plan and an arrow shows the areas that have not been correctly shown.



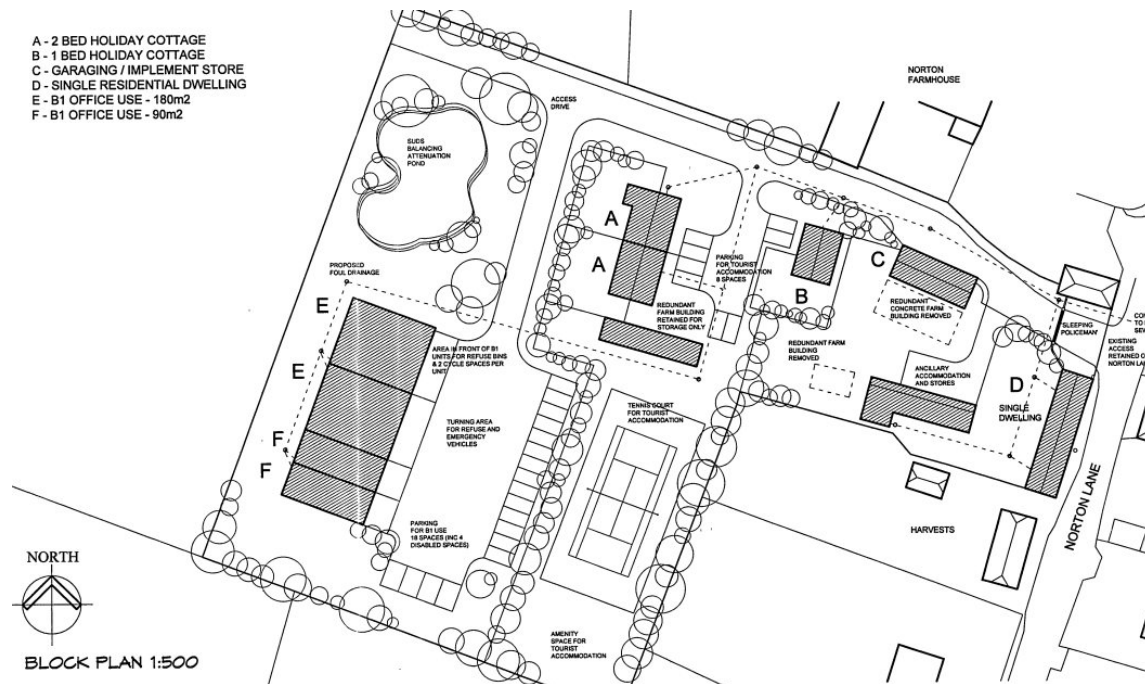
The plan below shows the location plan submitted with application AL/79/14/PL which is largely correct, although should be checked against land registry plans. It is important that this is corrected as it has a material impact on access and highway safety and inconvenience.



Background

The existing commercial building on the site comprises a former agricultural building which was granted planning permission for conversion to Class B1 offices in 2008. (AL/92/08). The same decision granted permission for the existing now dilapidated and abandoned tennis court on the site for amenity use in connection with a number of holiday let units. It was specifically referred to as amenity land in the officer report relating to the application. As can be seen in the plan on the next page the tennis court was physically separated from the approved office scheme.

As part of the application one larger and two smaller barns were removed. The council found that the overall proposal improved the condition of the site and enhanced the setting to the adjacent listed buildings and Norton Conservation Area (NCA). These benefits weighed heavily in favour of the proposal. One of the farm buildings that was demolished was sited where the tennis court is located. That building has gone and so is no longer relevant for planning purposes. If it was relevant it needs to be taken into account that its demolition was welcomed because it was unsightly.



Plan 3

Since then, some of the holiday let units have been used for permanent dwellings.

In 2014 planning permission AL/79/14/PL was refused for 6 live/work units. The proposed building was some 6.5 metres tall and included 12 parking spaces for the proposed building and 36 spaces for the existing offices plus one small commercial parking space and associated turning. (See Plan 2)

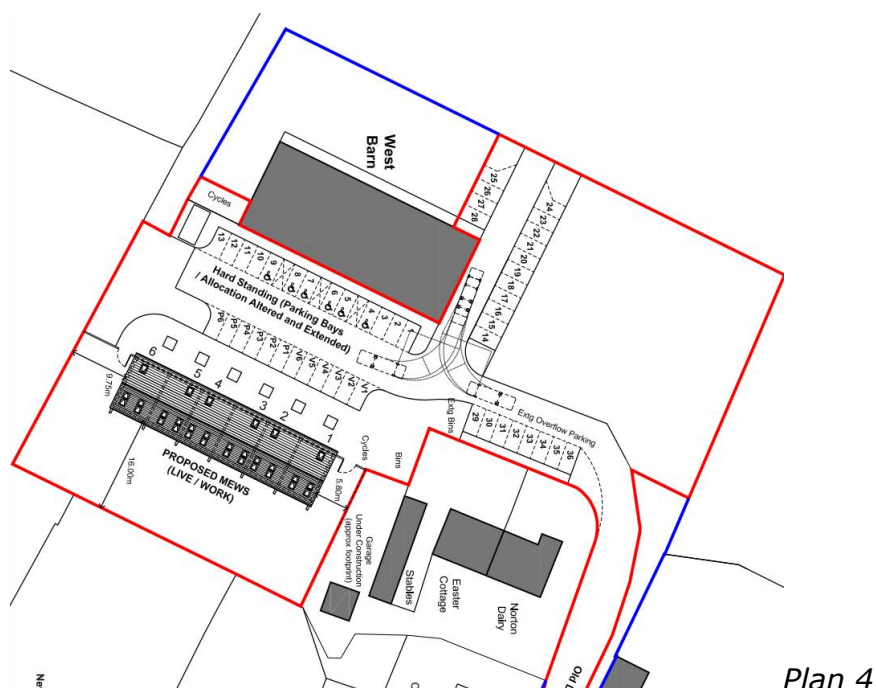
The proposal was refused for the following reasons:

- 1) The proposal by virtue of its density, terraced form and backland nature, is considered to represent an overdevelopment of this quiet countryside location, would damage the character and visual amenities of the low density settlement and the landscape to the west by virtue of the relocated parking spaces for West Barn. It is therefore be contrary to policies GEN3 & GEN7 of the Arun District Local Plan and C SP1 & D DM1 of the Arun Local Plan 2011-2031 (Publication Version).
- 2) The proposed development is located outside of the defined built up area boundary and in an unsustainable location having regard to the distance of the site from bus stops, local shops & the lack of footpath access to such and therefore, the occupiers of the site would be reliant on the private car. The proposal is therefore considered to be contrary to policies GEN2, GEN3 & GEN7 of the Arun District Local Plan, policies C SP1, T DM1 & SD SP2 of the Arun Local Plan 2011-2031 (Publication Version) and paragraphs 17 & 34 of the National Planning Policy Framework.

The appeal against this decision was dismissed in relation to both reasons. In particular, the Inspector found the site to be some distance from basic services and facilities and poorly related to public transport links, such that it would increase reliance on the private car. This together with the environmental harm resulting from encroaching into the undeveloped area to the rear of the existing office building would significantly and demonstrably outweigh the limited social

and economic benefits. As such it would not constitute sustainable development when considered against the National Planning Policy Framework (Framework) as a whole. It would also conflict with policy GEN7 of the Local Plan which sought to promote sustainable development.

In 2016 a second application for 6 live work units was submitted (AL/59/16/PL). The building was some 6.3 metres high. The scheme required 12 Car parking spaces to serve the live work units; 36 car and one commercial parking space to serve the existing office building. Plus on site turning for a 3.9 metre long commercial vehicle. The application was refused for almost identical reasons and the subsequent appeal was dismissed.



In 2020 application AL/70/20/PL was submitted for a mews type development in the same location. It was some 6.3 metres high and attracted a parking requirement of 12 car parking spaces to serve the live work units; 36 car and one commercial parking space to serve the existing office building. Plus, on site turning for a 3.9 metre long commercial vehicle.

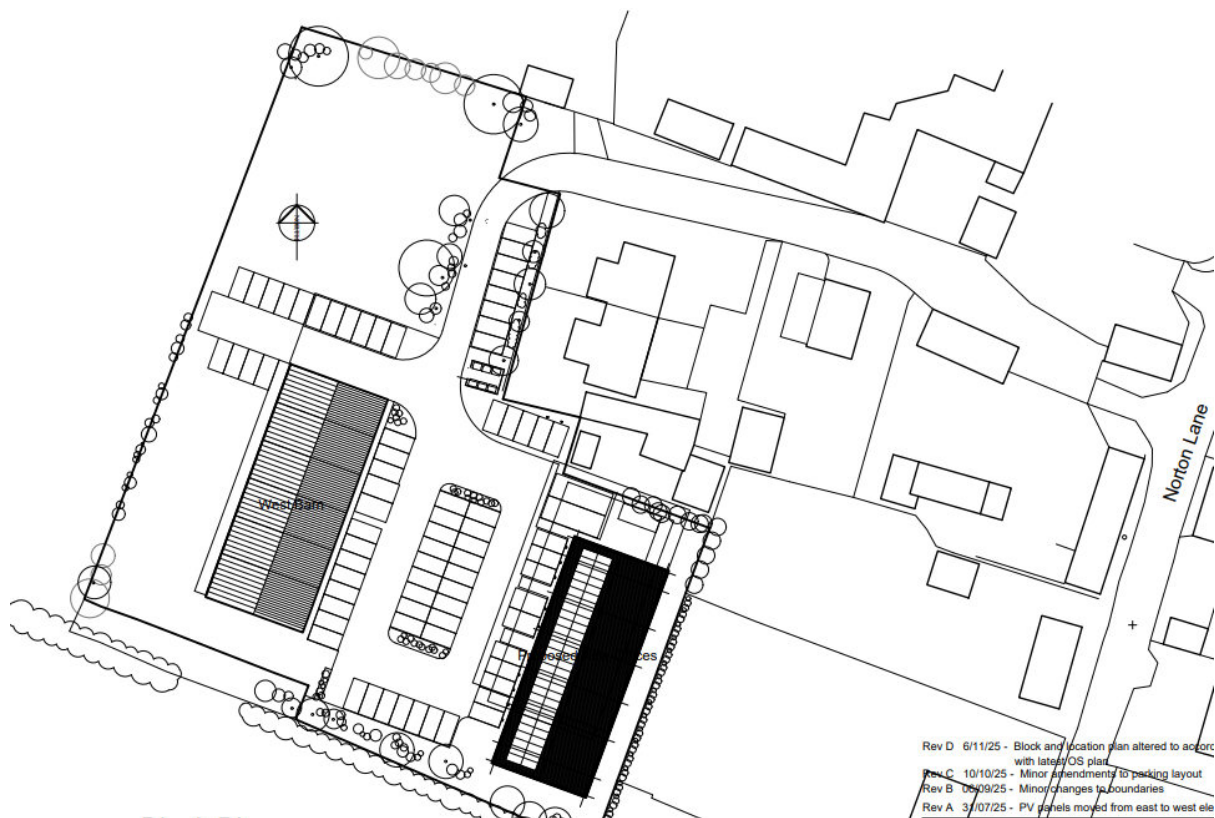


Plan 5

The application was refused due to its unsustainable location and impact on various heritage assets.

The subsequent appeal was dismissed due to the unsustainable location of the site.

Current Proposal



Plan 6

The current proposal is for a purely commercial development which would be sited almost immediately adjacent to the rear gardens of the adjacent dwellings and overlapping into the Norton Conservation area. At some 6.4 metres in height, it is comparable to the previous three schemes.

As a Class E(g) use it attracts a parking requirement for 36 car parking spaces and 2 HGV spaces, which is far more than any of the previously refused schemes. This is in addition to the 32 spaces required to meet the needs of the existing commercial building. Overall, 68 car parking spaces are proposed on the site, along with two HGV parking spaces and on site turning for a 7 metre long HGV. The need for this level of parking is likely the reason why the proposed building has been squashed up to the boundary with the adjacent dwellings. In addition, as with the previously refused schemes some of the parking spaces project beyond the rear of the existing office building, thus encroaching into the undeveloped countryside and the paddock to the north of the existing building.

The scheme is significantly more intensive than any of the previously refused schemes and the proposal includes a negligible level of new soft landscaping. Rather the level of soft landscaping on the site would be materially reduced when compared to the approved scheme, or the current level of landscaping on the site.

The site is not owned by the applicants, so they have no control over the long term use of the building. As a Class E(g) use the proposed building could be used for any of the following.

- Offices
- Research and development including manufacture and assembly
- Any industrial process that does not generate excessive noise, dust, vibration, etc.

It should also be noted that when the 2008 approval was granted the access drive was not used for residential parking spaces. Currently there are two spaces at the entrance to the site stretching from the highway to the entrance gate posts and a further parking space just inside the gated driveway. This has had a material impact on the access to the site.

Sustainability/accessibility

Arun's strategic objective for transport is to reduce the need to travel and promote sustainable forms of transport. With this in mind Arun seeks to strengthen its economic base to provide local job opportunities by providing appropriate employment sites, better infrastructure and affordable housing. Policy T DM1 states that new development must ensure ease of movement, prioritising safe pedestrian and cycle access and access to public transport and community transport services. New developments should be located within easy access of established public transport services, existing pedestrian and cycle networks which links the development to key destinations.

On three previous occasions in recent years three less intensive schemes have been refused and then dismissed at appeal because of the unsustainable location of the site for commercial use. There is no doubt that the proposal has the potential to generate considerably more traffic movements, including by HGV's than the previously refused schemes.

The applicants currently employ 4 staff on-site. They all drive to work and none walk, cycle, or catch a train to work. This is not surprising for the following reasons.

The application site is located some distance from the built up area. Norton Lane is a narrow winding rural lane with no pavements or street lights. Traffic invariably exceeds the speed limits and parts of the road surface is poor. The lane can be busy at rush hours as it provides a rat run between the A27 and the A29. The application site is not within easy walking or cycling distance of any local services or facilities and is not close to a bus route.

The closest bus stops are located in Nyton Road and are located some 693m westbound and 790m eastbound from the proposed building. They serve two bus services. The 655 service goes once a day to Chichester and Tangmere (weekdays only), departing from Chichester at 15.40hrs and arriving at Limer Pond Nyton Road at 15.59hrs. There is no return service running the other way. The other service 85 & 85A runs five times a day (weekdays only) between Chichester and Arundel. It departs from the crossroads along Nyton Road at 9.26hrs, 11.08hrs, 13.08hrs, 15.15hrs & 16.57hrs. There are only two buses in the opposite direction which depart from Arundel at 11.55hrs and 13.55hrs. None of these bus times suit normal working hours, or early mornings or evening working. Also, the services are now less frequent than when the previous applications were submitted.

Barnham railway station is 2.8 miles from the proposed building. As pointed out in the applicant's transport statement Barnham Railway station is a 13 minute cycle away from the station. There are no cycle lanes, Nyton Road is busy, fast and partially unlit. Norton Lane is narrow, winding and devoid and unlit.

The site is simply not in an accessible location. To construct a large commercial building on this site does not accord with the prevailing planning policies. Sustainably located development is at the core of all current planning policy.

Since the previous three proposals were refused and dismissed for sustainability reasons the National Planning Policy Framework (Framework), has been updated. Paragraphs 115 & 116 now require that when assessing specific proposals, it should be ensured that sustainable transport modes are prioritised taking account of the vision for the site. When assessing impacts account should be taken of all reasonable future scenarios. Paragraphs 163, 164 and 167 of the Framework state that in assessing applications the need to mitigate and adapt to climate change should be considered, taking into account the full range of potential climate change impacts. New development should help reduce greenhouse gas emissions through location. As the most up to date planning policy the Framework carries **considerable weight**.

Since the previous refusals the Aldingbourne Neighbourhood Plan (ANP) has been published and is still current. It therefore carries **full weight**. Policy GA1 Promotes sustainable movement and states that Development proposals that increase travel demand will be supported where they can demonstrate that they are located in places accessible to public and community transport or can improve the accessibility of the site to public and community transport by contributing to the provision of enhanced services.

Regarding the economic objective of sustainable development collectively LP Policies SD SP1, SD SP1a, SD SP2, C SP1, EMP SP1, EMP SP2, EMP DM2 and

EMP SP3 promote sustainable forms of development by focusing new development within the main coastal towns. In Bognor Regis a university campus location is supported and around 75 hectares of commercial land within the main settlements is allocated to meet the needs and expectations of research and development, office, warehouse and light industrial businesses in a flexible way (Growth Areas). This is to promote their vitality, viability and regeneration, and to increase the attractiveness of Arun as a business location. The Plan does not advocate support for the development of countryside sites for large commercial buildings. The countryside is recognised for its intrinsic character and beauty and commercial development within it is limited strictly to sustainable employment opportunities.

Policy EMP DM1 seeks to protect and enhance existing employment sites. It also supports the relocation of businesses within the District so that they can expand. However, outside the built up area extensions to existing employment sites should be of an appropriate size; no alternative can be identified within existing permitted or allocated sites; or within or through redevelopment of existing commercial sites. Any proposal should not intensify uses to the detriment of highway safety; should be of a high standard of design, layout and landscaping appropriate to its context; and should be capable of being served by public transport or accessible by other means to a significant residential workforce.

Whilst not as strong as the Framework and ANP in relation to accessibility and climate change, the above policies are consistent with their objectives and the spatial policies set out in the Framework and the ANP. Accordingly, they need to be given **full weight**.

As stated in paragraphs 3.42 and 3.43 of the current Arun District Local Plan, Arun's roads are already congested and pressure on the road network will increase further. Planning policies can do much to minimise car traffic both by reducing people need to travel and by promoting other means of transport. This needs to be a key consideration in planning the location of new employment.

The proposal conflicts with all of these policies and the Framework.

Character, Appearance and Heritage

Section 12 of the Framework states that when considering the impact of a development on the significance of a designated heritage asset great weight should be given to its conservation. Any harm requires clear and convincing justification, whilst opportunities for new development in conservation areas should be sought. Where a proposal would lead to less than substantial harm to a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

Policy LAN DM1 states that development should respect the particular characteristics and natural features of the relevant landscape character areas and the historic character and development pattern of settlements should be respected taking account of their distinct identity and setting.

Policy D DM1 deals with design quality and seeks to improve on the character of the site and the surrounding area in terms of scale, massing, aspect, siting, layout, density, building materials, landscaping and design features. It should reflect the character of the local area and have minimal impact on the occupiers of nearby land. New development should be attractive socially inclusive and

safe. Walking and cycling should be considered as part of the design concept and its scale should keep within the confines of the overall character of a locality.

Arun's heritage objectives seek to protect and enhance Arun's outstanding landscape, historic and built environment. Policies HER SP1, HER DM1 & HER DM3 state that listed buildings and conservation areas will be given the highest level of protection and should be conserved and enhanced in a manner appropriate to their significance. Development likely to prejudice the above will be refused.

Proposals affecting listed buildings should preserve or enhance their historic character, qualities and special interest and should not be detrimental to their historic and architectural integrity. They should also protect and where possible enhance their setting. Within conservation areas the layout, form, scale, detailing and materials of new buildings and the enclosure and spaces created between buildings should acknowledge the character of their special environment.

Norton is a quiet small rural hamlet set within an open and flat agricultural setting, which provides open views into and out of the hamlet. Most of the hamlet is included within Norton Conservation Area (NCA), which is just one of two conservation areas within the parish.

ANP paragraph EH9.1 states that the settlements of Norton sits in open countryside with views towards and from the Downs. The views over the countryside, particularly uninterrupted views towards the Downs and to and from the two Conservation Areas and other historic sites and buildings are important to their setting and to local people.

The Council describes NCA as:

Norton is a small, rural settlement lying to the south of the A27 between Tangmere and Fontwell.

There is a variety in building form, style, age and materials. Although generally street fronted, there is an informality of layout; some of the larger buildings, e.g. Norton House and East Norton Farm House being set well back in their own extensive grounds. Space between buildings is important to the rural character of the settlement. So, too, is the brick and flint boundary walling of various heights, mature hedges and trees and verges. A series of gentle curves in Norton Lane provide a pleasant and attractive sense of enclosure.

Within the Conservation Area, the open spaces between Letterbox Cottage and Norton Grange Farm contribute to the rural character and setting of the settlement.

The agricultural basis of the settlement is reflected in surviving farming estate cottages, a farmhouse and, indeed, two working farms.

The NCA has a strong rural character with a loose grain of development primarily centred along Norton Lane, but with some typically older farming properties set back from the road and accessed from driveways or tracks. This form provides a soft landscaped setting to the buildings, and glimpses to the rear buildings and open countryside. The rural surroundings provide an understanding of the historic importance of agriculture and farmsteads for the settlement.

There are a few listed buildings within the Hamlet and in the immediate vicinity of the application site this includes Letterbox Cottage which sits directly opposite the application site entrance and Norton Farmhouse which abuts the access drive within the application site.

Norton Farmhouse is described by Historic England as:

ALDINGBOURNE NORTON LANE Norton Farmhouse

II

Late C18. Two storeys and attic. Three windows. Two dormers. Faced with flints with red brick dressings and quoins. Tiled roof. Glazing bars intact. Doorway with flat hood on brackets. Earlier wing at the back.

The significance of this 18th century rural farmhouse is derived from its mixed classical features, various physical changes over time, vernacular materials and setting alongside the former farm buildings and open countryside.

Notwithstanding the current boundary treatment the visual links between the farmhouse, its gardens and the former farmyard remain evident and make a strong contribution to the historic setting of the farmhouse.



The converted farm buildings to the south of the application site access track comprise a range of traditional former farm buildings that are historically and physically associated with Norton Farm House and the surrounding land. Due to their layout, form, scale, vernacular and historic links to the listed building and the farm they are of local importance and clearly make a valuable contribution to the character and appearance of the NCA; the setting to Norton Farmhouse and the wider setting to Letterbox Cottage. Despite their residential use the original form and traditional agricultural appearance of the buildings is clear and appreciated. I am surprised that they are not acknowledged as such in the applicant's heritage statement.

Letterbox Cottage is described as:

SU 90 NW ALDINGBOURNE NORTON LANE 7/448 Letterbox Cottage

II

C18. Two storeys. Three windows. Flints with brick dressings and quoins, all now painted. Hipped tiled roof. Casement windows.



This building is sited close to Norton Lane and occupies a prominent position within the street scene, directly opposite the application site entrance. It is set behind a low flint wall and is one of the oldest dwellings in the area. As stated in

the applicant's heritage statement it is a strong example of traditional vernacular architecture for domestic rural buildings in the area, which gives it its significance. I agree that it is best appreciated from close proximity due to the nature and topography of the immediate area. It also benefits from being close to the local post box and in close proximity to other buildings of historic merit including Norton Farmhouse, Norton farm building, the adjacent farm buildings, Long Barn, Harvests and the dwellings to the south. This setting provides context and adds to the appreciation of its character, appearance, and significance. Indeed, it highlights the importance of the setting of many listed buildings.

Unfortunately, over the past few years HGV's have had to park and unload outside Letterbox cottage, obscuring views of the cottage and having a degrading impact on the street scene. This is because they are unable to access the drive due to cars parked within the adjacent parking spaces along the drive coupled with the alignment of the drive and narrow gap between the gate piers. This happens routinely and has a negative and harmful impact on the street scene and the setting to the nearby historic buildings.

As the history of the settlement and the listed buildings is set out in the applicant's heritage statement, there is no need to repeat it here. However, it is important to note that whilst most of the application site sits to the rear of the frontage dwellings, it nonetheless provides views into and out of the conservation area from nearby dwellings, the rear garden environment and the adjacent open countryside. The small slither of land between the existing tennis court and the boundary of the site helps to soften the appearance of the application site. The tennis court provides an appropriate sense of space which reinforces the transition into the open countryside. It respects the spaces between buildings on the outskirts of the hamlet; reinforces the open links between the hamlet and the open countryside and separates the existing modern barn from the NCA. At the same time the tennis court does not look out of place within a rear garden environment that includes large lawned areas, swimming pools and tennis courts.

The photograph below was taken in 2001. It shows the former barn, which was located some distance from the boundary with New House Farm. It also shows the close physical and use relationship with Norton Farm House and the incidence of swimming pools and tennis courts within spacious rear gardens. The density of development is very low with large spaces and soft landscaping between buildings.



For these reasons the rural strip of land between the tennis court and boundary of the site has a positive contribution to the significance of the NCA. Whilst in itself the tennis court has a neutral impact on the NCA, the space it creates has a noticeable positive effect on the character, appearance and significance of the NCA.

There are also a number of non-designated heritage assets which are identified in the heritage statement submitted with the planning application. They include a building within the grounds of Horton Farm House, a dwelling whose rear garden abuts the boundary of the application site where the proposed building is to be constructed and three buildings on the opposite side of Norton Lane.

Whilst not statutorily listed, individually and collectively they make a strong Contribution to the character and appearance of the conservation area.

Norton Lane runs through the centre of the village North to south and serves all of the development within it, including the application site. The APC addresses Quiet Lane on page 73. It states:

Proposals which improve the character and tranquillity of the following lanes and the safety of non-motorised users of these lanes will be supported: Level Mare Lane, Denmans Lane, Blackmill Lane, **Norton Lane**, Halnaker Barn Lane, Hook Lane, Littleheath Road, Church Lane, Northfields Lane. The above lanes have been identified through reference to the appropriate guidance and evidence as suitable for designation as 'Quiet Lanes' under the ***The Quiet Lanes and Home Zones (England) Regulations 2006***. Any proposals which involve the reinforcement of the character and tranquillity of these lanes or which improve user safety and widen non-motorised access choices will be supported. The Parish Council proposes to work in partnership with WSCC and SDNPA to promote the network of Quiet Lanes within the Parish will formally propose that the Local Highway Authority designates the above lanes as Quiet Lanes under the appropriate legislation.

The hamlet is also appreciated for its dark skies, which results from the absence of street lighting and large areas of glazing.

In conclusion the significance of the NCA is derived from the historic rural settlement pattern, open rural setting, the traditional rural vernacular of its historic farm dwellings and buildings, informal spacious layout providing views beyond buildings; dark skies and quiet narrow lane.

ANP Policy EH9 states that development proposals affecting the two Conservation Areas (Evidence Base 16,17) within the Parish will only be supported where they preserve and enhance their character, setting and appearance, and in particular where proposals:

- protect the distinctive open and rural character of the Conservation Areas and their setting
- contribute to sustaining or enhancing the visual connections between the three principal settlements and their rural hinterland, including longer views to the South Downs; and
- protect the key view lines into and out of the Conservation Areas.

ANP Policy EH9.1 states that the settlements of Norton, Aldingbourne, Nyton, Westergate and Woodgate sit in open countryside with views towards and from the Downs. The views over the countryside, particularly uninterrupted views towards the Downs and to and from the two Conservation Areas and other historic sites and buildings are important to their setting and to local people. Views to and from historic lanes used for recreational purposes, such as Hook Lane, Northfields Lane, Denmans Lane, Level Mare Lane, and from footpaths towards the Rifes, woodlands and copses are also important to residents and the historical context of the Parish.

Due to the location, precise siting, mass, and design the proposed building it would be visually intrusive. Together with the proposed parking the proposal would result in an over-development of the site that would fail to respect the character and appearance of the NCA, various listed and unlisted buildings and its open rural setting. It would unacceptably harm the character and appearance and would detract from the significance of this part of the hamlet, the NCA and the nearby heritage buildings. It would similarly materially harm the transition between the hamlet and the open countryside within this part of

the hamlet. This harm would be exacerbated by the impact the proposed glazing would have on dark skies and potential traffic the existing and proposed commercial vehicles could generate within this small quiet rural hamlet. The potential increase in traffic would change and urbanise the character of the street scene.

Finally, as required by policy the applicant should justify the location and demonstrate that there are no other sites or buildings would be suitable for their business to move to. They only have 4 staff on this site and they all drive to the site from elsewhere. They also state the new building will only accommodate a few staff. Arun and Chichester districts have business centres in Bognor Regis, Westhampnet, etc., that cater for research and development businesses.

For the reasons set out above the proposal detracts from and fails to preserve or enhance the character and appearance of the NCA and detracts from the setting of Letterbox Cottage, Norton Farmhouse and various other traditional buildings that contribute to the character and appearance of the NCA. Whilst the harm to this part of the NCA would be considerable the overall harm to the significance of the NCA, Norton Farmhouse and Letterbox Cottage would be modest and thus less than substantial. Nonetheless, as required by the Framework I give great weight to this harm, which needs to be weighed against the public benefits of the proposal. Having viewed the application documents no public benefits have been identified which would individually or collectively outweigh this harm. Further, this harm is not something that could be satisfactorily addressed through the imposition of conditions.

Accordingly, the proposal conflicts with the above policies, the Framework, and the environmental and social dimensions of sustainable development.

Living conditions

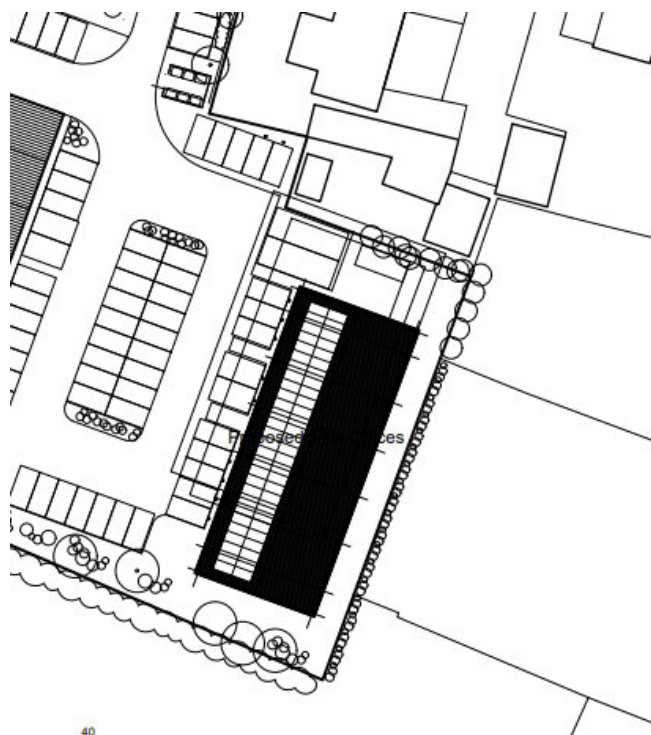
The proposed building would be located to the south and just 7 metres from the rear garden to The Stables and 15 metres from the main elevation of that property. In the intervening space would be two HGV parking spaces which would abut the boundary with The Stables.

Not only would the proposed building and parked HGVs completely dominate the outlook for the dwelling and garden at The Stables, it would block out southerly sunlight. To make matters worse the large two storey floor to ceiling windows in the north elevation of the proposed building would result in the direct overlooking of and light pollution within the rear facing rooms and garden at The Stables. The situation would be exacerbated further by the siting of a parking space along the western boundary of The Stables.

The impact would be visually overbearing and oppressive. It would also result in a total loss of privacy, and unacceptable noise and fumes etc generated by the use of the HGVs. It would be extremely intrusive and unneighbourly for the occupiers of The Stables.

The proposed north facing window would similarly overlook the rear gardens of Easter Cottage and Cart Barn. Due to the size of the glazed area it would be intrusive and overbearing, as well as resulting in light pollution. There would also be oblique full height views from the proposed front windows over the rear garden at Easter Cottage.

The impact on the living conditions of the occupiers of these dwelling would be intrusive and unacceptable.



The proposed building would be sited just three metres from the rear boundary of New House Farm and would run along the whole of the rear boundary and beyond. At a height of 6.4 metres the proposed building would project above the boundary fence by at least 4.4 metres. It would be more than three times the height of the boundary fence. The building would be monotonous, visually stark and would totally dominate the outlook from the dwelling and rear garden. The main sitting out areas in the rear garden at New House Fram are located close to the rear garden. These areas would be overwhelmed by the proposed building.

The rear access doors would likely to be used by staff who want to smoke/vape or just take a break. In the summer months it is usual for the rear doors of commercial buildings to be left open for ventilation. This would have the potential to result in excessive noise, fumes etc. particularly if the premises was being used for construction, assembly, seminars, etc. The impact would be exacerbated by the low noise levels within the immediate area.

To put this into perspective the building would obliterate the outlook from the rear sitting out areas. It would rise well above the top of the photos below and would be over 35 metres wide.



The proposed building would stretch beyond the rear boundaries on both sides of the garden at New House Farm, obliterating the open outlook and obscuring nearby trees which are not shown on the site or tree constraints plans. These trees are currently glimpsed from the street scene, along with the open gap. They are also enjoyed by all residents in the immediate area including the converted barns and the dwellings stretching from Long Barn to Sheperd's Cottage.

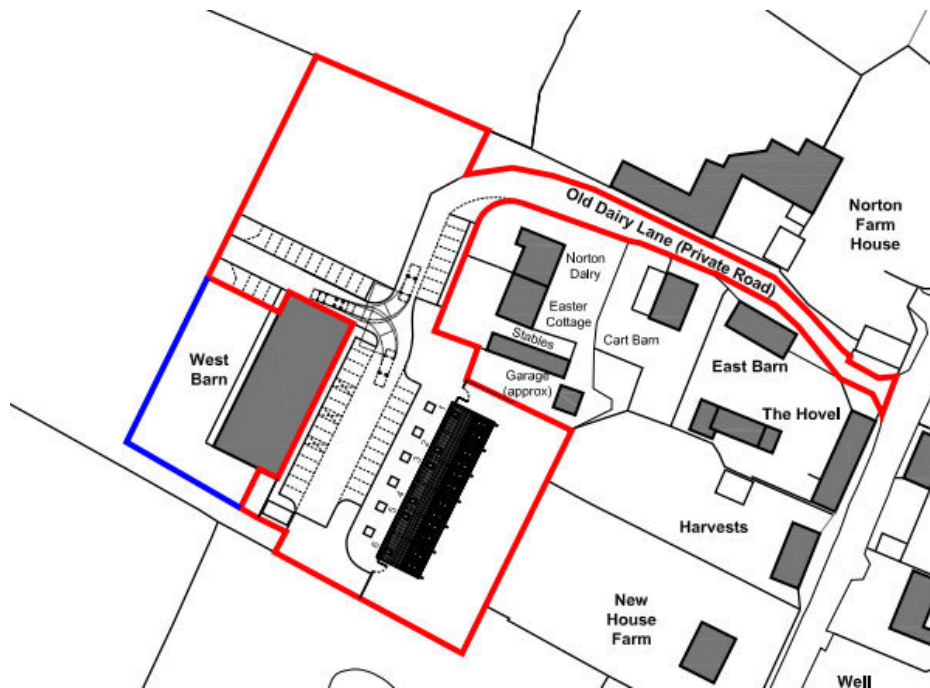


From the dwelling at New House Farm the building would be some 45 metres closer than the existing commercial building and due to its height and proximity would be far more prominent. The line shown on the photograph below shows the approximate height and width of the proposed building.



The dwelling at East Barn abuts the access drive. Cars, vans and lorries will pass in very close proximity to this dwelling at a point where passing is restricted. They would also pass close to Cart Barn, Norton Dairy and Easter Cottage. As required by the Framework any assessment needs to assess possible potential use and with 68 parking spaces and two HGV spaces the use of the two commercial building would have the potential to generate considerable traffic and associated noise and fumes. There is no visibility onto the access drive from the on-site parking spaces to Cart Barn and Norton Dairy and when HGVs cannot access the site they park immediately outside Long Barn or Letterbox Cottage and manhandle goods in the road and along the access track.

This does and has the potential to cause considerable noise and disturbance for the occupiers of these dwellings. The relationship between the dwellings and access track is very poor and unsuitable for anything other than light traffic. The proposal could well result in conflict between the occupiers of the dwellings and the staff/delivery drivers on the application site.



ANP Policy EE1 states that development proposals to upgrade or extend existing employment sites and retail units will be supported provided that the impact on the amenities of surrounding properties is acceptable and subject to the other policies in this Plan. The proposal conflicts with this policy.

Access and Parking

LP Policy EMP DM1 states that access and parking should accord with the Council's adopted standards and it should relate sympathetically to the surrounding area showing consideration of the landscape, habitat, built and historic contexts and protect the living conditions of local residents.

There is insufficient room for two vehicles to pass each other at the entrance or even beyond the gated entrance. Similarly at just 3.44 metres wide the existing gateposts (which are not owned by the applicant or the site owner) prevent vehicles from passing.

As a consequence, HGV's routinely park in Norton Lane, obstructing the lane in close proximity to Letterbox Cottage. Long Barn & Harvests. They obstruct visibility from the crossovers to these properties as well as the application site access drive. This also takes place very close to the post box and the entrance to a bridleway that is used by horse riders and walkers, reducing visibility of and from them.

The HGVs often park so that no large vehicles can pass them. This results in stopping the traffic whilst goods are unloaded and transported by pallet trucks 150 metres along a gravel driveway to the existing offices. This is a regular problem which is illustrated in the photographs below.





This has a harmful impact on both vehicular, pedestrian, cycle and equine safety. It highlights the unsuitability of the access drive to serve the proposed commercial building.

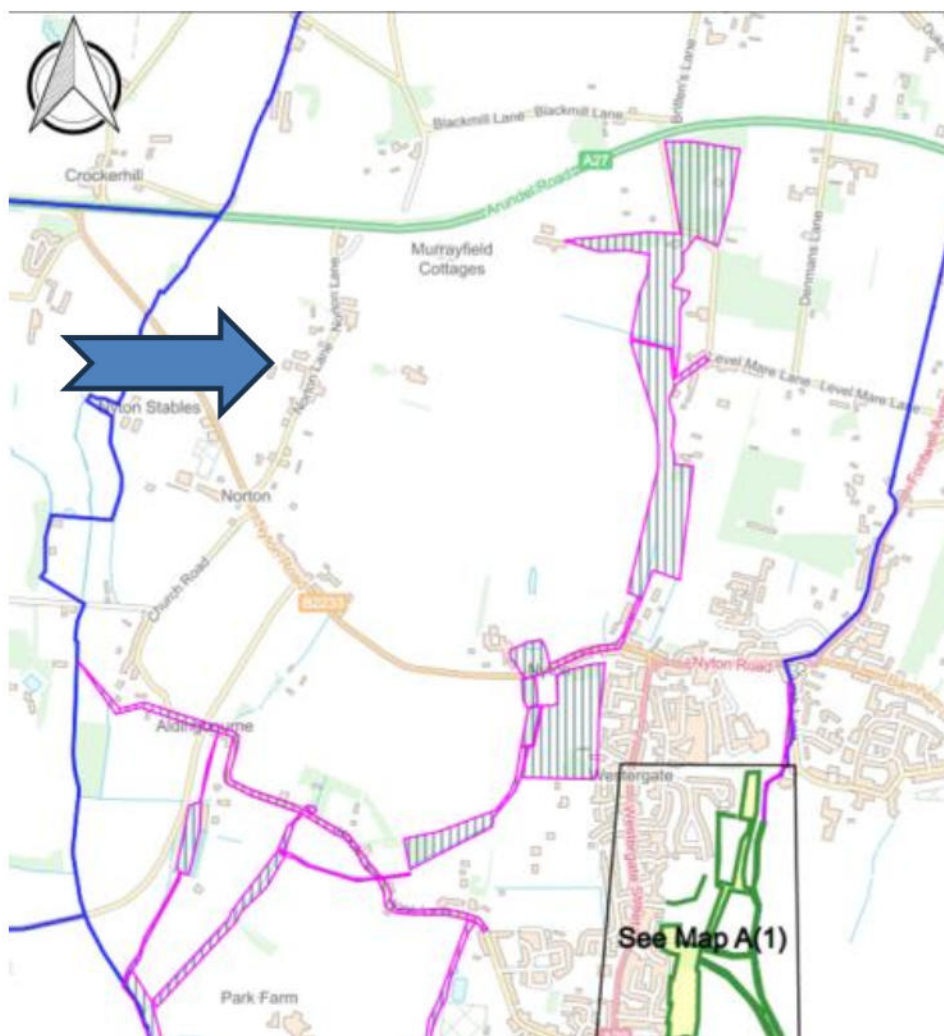
The access gates are located relatively close to the highway and are just 3.44 metres wide. The gap is too narrow for vehicles to pass each other. At the start of the driveway there are two car parking spaces on the southern side. This again prevents two large vehicles passing each other. This together with the alignment of the road prevents access by HGVs and results in vehicles waiting in the highway to turn into the site.

The inadequacies of the driveway are illustrated in the photographs below. They also show that it is very hard for two cars to pass each other on the driveway. As highlighted by the car parking requirement the site needs to be able to accommodate 68 vehicles at any one time, as well as the cars associated with the dwellings on the site and two HGV's.



Ecology

The application site is in an area which has dark skies. It is in the countryside very close to the South Down National Park and there are no street lights in the hamlet. The site is also close to a wildlife corridor.



The proposed building includes two storey full height windows on three elevations, two of which face towards the open countryside. This is in direct conflict with SDNP dark skies policy as well as ANP Policy EH10 'Unlit village', which states that development proposals which detract from the unlit environments of the Parish will not be supported. New lighting will be required to conform to the highest standard of light pollution restrictions in force at the time. Security and other outside lighting on private and public premises will be restricted or regulated to be neighbourly in its use including floodlighting at equine establishments and on sports fields or sports grounds. EH10.1 Aldingbourne has a number of areas where light pollution is minimal and the full night sky can be seen.

Light pollution harms and affects the behaviour of many forms of wildlife. There is a good population of bats in the immediate area and currently they enjoy very good dark skies, notwithstanding the large glazed areas in the existing commercial building. To allow a building in this location with such a large expanse of glazing has the potential to cause unnecessary and excessive light pollution.

Conclusion

The proposed development would conflict with the social and environmental roles of sustainable development.

- The site is located in an isolated cluster of development and would not enhance or maintain the vitality of any rural community.
- The design of the scheme is exceptionally poor and the scheme would totally fail to make the settlement better for people.
- As stated in the Framework permission should be refused for development of poor design.
- Access within the development is cramped, unsafe and inaccessible.
- The scheme would materially harm the significance of the conservation area and the setting of two listed buildings. The scheme would not result in any public benefits that would outweigh this harm.
- The scheme would unacceptably harm the living conditions of the occupiers of nearby properties.
- The scheme would harm biodiversity.

In conclusion the scheme would be contrary to the Local Plan, the ANP, the Framework and the Planning Practice Guidance. It would be in direct conflict with the dimensions of sustainable development and would be unacceptably cramped and would relate very poorly to the site and its surroundings.

For these reasons the application should be refused.

Yours sincerely

Elizabeth Lawrence

Elizabeth Lawrence

Chartered Town Planner

Elizabeth Lawrence Ltd

From: Nicola Spencer on behalf of Planning.Responses
Sent: 01 December 2025 14:21
To: Planning Scanning
Subject: FW: AL/107/25/PL - Land at West Barn, Old Dairy Lane, Norton
Attachments: Norton Commercaill 2025.pdf

PL- Rep

Nicola Spencer
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To register to receive notification of planning applications in your area please go to <https://www1.arun.gov.uk/planning-application-finder>



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: Nicola Spencer <Nicola.Spencer@arun.gov.uk> **On Behalf Of** Planning
Sent: 01 December 2025 13:33
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: FW: AL/107/25/PL - Land at West Barn, Old Dairy Lane, Norton

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From: Elizabeth Lawrence [REDACTED]
Sent: 01 December 2025 13:18
To: Planning <Planning@arun.gov.uk>
Cc: Simon Davis <Simon.Davis@arun.gov.uk>
Subject: AL/107/25/PL - Land at West Barn, Old Dairy Lane, Norton

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Hello

I attach my objection to the above proposal. I did send a copy to the case officer last week, but understand that he is away ay present. Accordingly I attach a fresh copy which should substitute the copy sent last week. This is purely because I noticed a few typos in the copy previously sent.

If you have any queries please do not hesitate to contact me.

Kind regards

Liz

Liz Lawrence

