

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr S Davis
FROM:	Highways, WSCC
DATE:	11/11/2025
LOCATION:	Land at West Barn, Old Dairy Lane, Norton, PO20 3AF
SUBJECT:	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. This application from the Departure Plan, affects the character and appearance of the Norton Lane, Norton Conservation Area and is in CIL Zone 3 (Zero Rated) as other development.
DATE OF SITE VISIT:	15/04/2025 (Pre-Application)
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

Summary and Context

This application seeks the demolition of an existing tennis court and erection of a commercial building (Use Class E(g)), with parking, landscaping and other associated works. The site is located off Norton Lane, a C-classified road subject to a speed restriction of 20 mph. The application is supported by a Transport Statement prepared by i-Transport. WSCC in its role as Local Highway Authority (LHA) undertook a site visit on 15/04/2025 as part of pre-application discussions.

Access and Visibility

The existing vehicle access point on Norton Road is to be utilised, with no alterations to this arrangement proposed. Old Dairy Lane, a privately maintained road, links the application site to the maintained highway. It has been confirmed during the site visit that suitable visibility is achievable in both directions at the existing point of access on Norton Lane.

Capacity

The proposed use is to be utilised by an existing on-site business, so is not expected to generate a significant increase in vehicular movements. However, trip generation data ascertained from the TRICS Database has been included in the submitted Transport Statement, to reflect a possible scenario whereby the proposed use is taken over by an alternative occupier.

The data suggests the proposed use could generate 13 two-way movements in the AM peak and 12 two-way movements in the PM peak. The LHA is satisfied that these movements can be accommodated into the local highway network without adverse safety impact.

Parking and Turning

Provision for 36 additional car parking spaces and nine cycle parking spaces have been demonstrated in accordance with Arun Parking Standards. From inspection of the plans, the

proposed car parking layout appears acceptable. On-site turning for a number of vehicle types has been demonstrated via swept path tracking to the satisfaction of the LHA.

Sustainability

The proposals do represent 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, within walking/cycle distance. Barnham Railway Station is also located within cycle distance of the site.

The Transport Statement refers to the use of an electric minibus to collect visitors from the railway station and transport to and from the site, which will reduce the need for private car use.

A Travel Plan Statement has been submitted as part of the application, and the details contained within are accepted by the LHA.

Conclusion

In summary, the LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions should be applied:

Car parking space (details approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Kyran Schneider
West Sussex County Council – Planning Services

Please could the attached response be distributed to the relevant case officer.

Regards

Kyran Schneider

Please do not reply directly to this email.

Any formal reconsultation on the application should be directed to [REDACTED] but the responding officer can be contacted directly via email if there are any questions relating to this response.

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