

Mr S Davis  
Arun District Council  
Arun Civic Centre  
Maltravers Road  
Littlehampton  
West Sussex  
BN17 5LF

13 January 2026  
Our Ref: 6980

Dear Mr Davis,

**RE: VEHICLE ACCESS, WEST BARN NORTON LANE, ALDINGBOURNE. PO20 3AF - PLANNING APPLICATION AL/107/25/PL**

Bright Plan have been instructed by Mr Simon McHale of New House Farm, Norton Lane to review the suitability of an existing access to West Barn, Norton Lane, Aldingbourne in association with planning application AL/107/25/PL for the 'Demolition of existing tennis court and erection of a commercial building (within Use Class E(g)), parking, landscaping and other associated works'. More specifically, the scheme proposes the expansion of facilities for the manufacture of medical equipment by BioDot Limited who already operate at the West Barn site.

BioDot's existing operation requires HGV deliveries to and from the site. Due to the constrained geometry at the site access, HGV's are required to park on Norton Lane for Loading and unloading purposes. Whilst an allowance has been made for a 7.0m vehicle to turn in the site it is known, and evidenced, that larger HGV classes require access to the site (see below photograph).



**Figure 1: HGV Loading on Norton Lane Opposite the Site Access**



Within land use class E(g), land uses should be able to operate without detriment to a residential areas amenity. In this instance the existing servicing and delivery practices are already undesirable to residents, and the expansion of the site would increase the intensity of movement and would set precedent that HGV servicing on Norton Lane for West Barn is appropriate in perpetuity. This viewed to be exceeding the limits of the land use class in terms of its affect on resident amenity.

Through an AutoCAD based assessment, we have reviewed the operational constraints at the access which demonstrate the dependence on Norton Lane for servicing and the resultant implications for operation and safety: -

1. The access geometry, third-party land constraints and parking in the vicinity of the access is such that it cannot not support the majority of HGV vehicle classes (anything over 9.4m length) as shown in **Drawings 2026-6980-002** and **2026-6980-003** . The reliance on Norton Lane would therefore continue and likely intensify without the application of a restriction in vehicle classes that can serve the site.
2. Visibility from the access falls below the requirements of Manual for Streets as shown in **Drawing 2026-6980-001**. HGV servicing from Norton Road will exacerbate this issue. The access will be intensified presenting increased hazard on the local road network.
3. HGV servicing on Norton Lane restricts the operation of the carriageway. The remaining space would be insufficient for larger vehicle classes, including emergency vehicles, and requires overrun of the verge to enable vehicle passing as shown in **Drawing 2026-6980-004**. Forward visibility would also be restricted by HGV's parked on the carriageway meaning its ability to effectively operate as give take arrangement is compromised as shown in **Drawing 2026-6980-005**. Forward visibility restrictions would also be an issue to a Moffett or pallet track moving materials to and from the site. Side loading from an HGV would completely block the carriageway.

On the basis of the above evidence, we would suggest reconsideration of the application, in particular its delivery and servicing arrangements, such that the implications for resident amenity and operational safety on Norton Lane are avoided.

Yours sincerely,

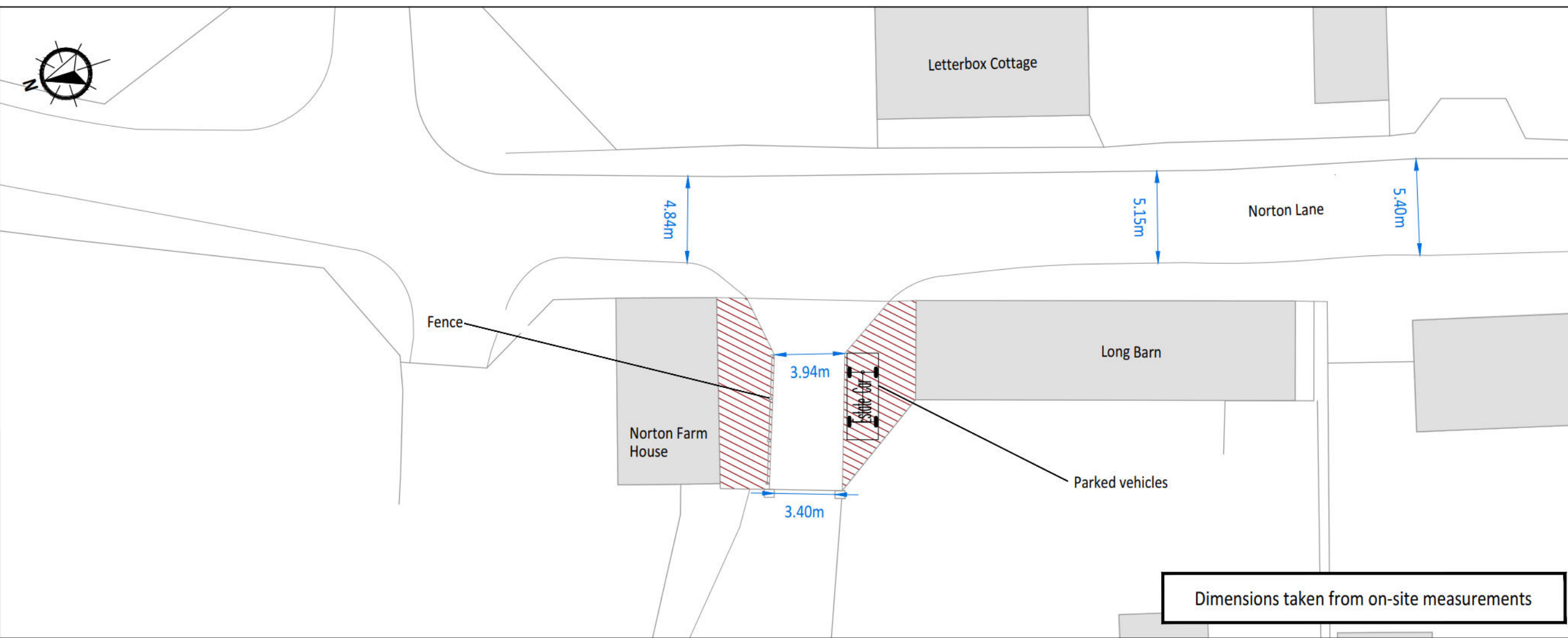


Alex Budd  
Bright Plan

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5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

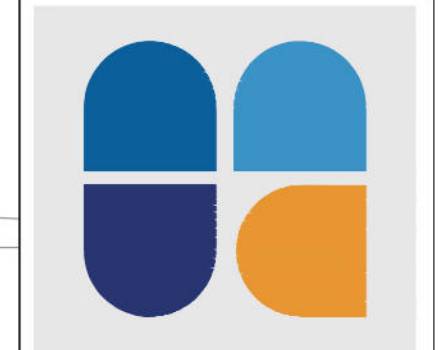
 Third Party Land

 Visibility Splay



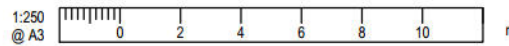
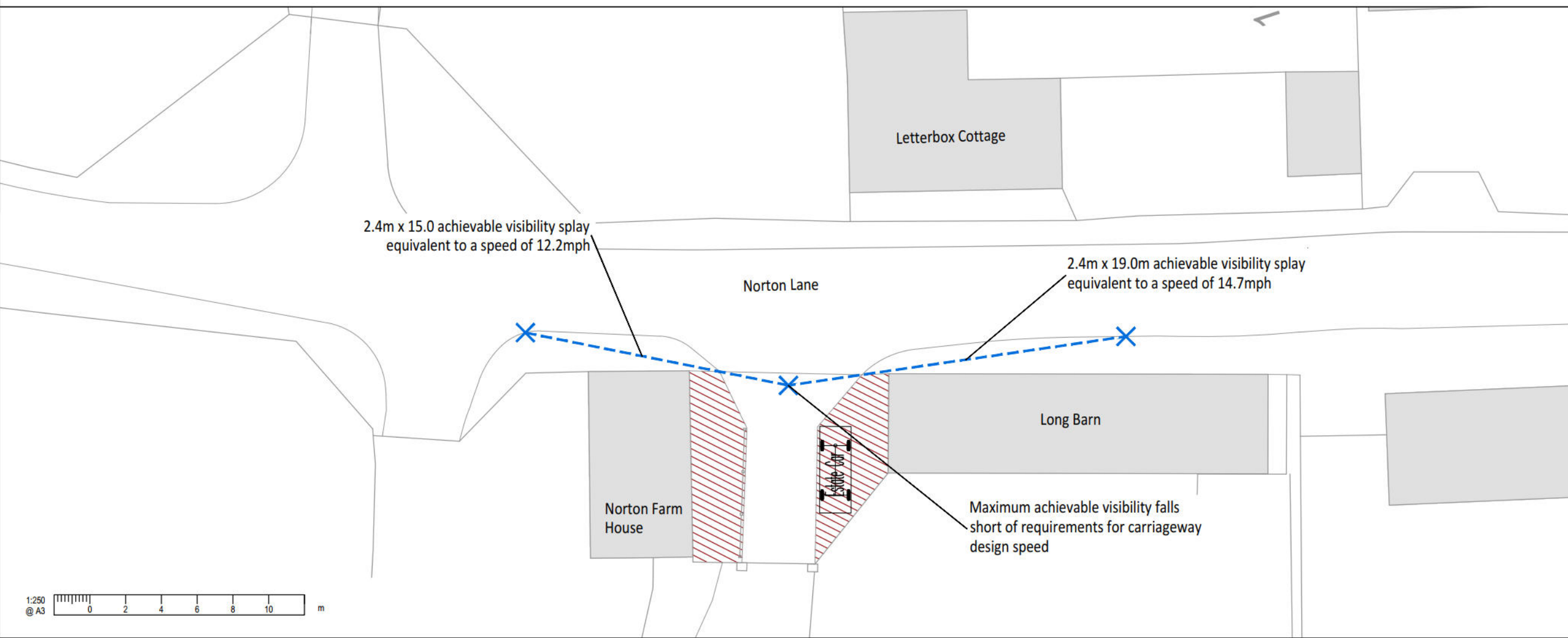
Dimensions taken from on-site measurements

A	Revised Issue	13/01/2026
-	Original Issue	06/01/2026
Rev.	Amendments	Date








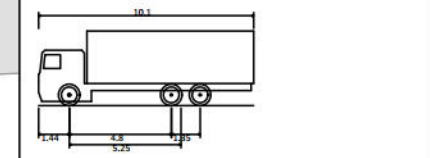
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 Transport Planning | Civil Engineering | Landscape Design  
 65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY  
 Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk  
 www.bpcivils.co.uk

Drawing Status	Planning		
Client	Mr S. McHale		
Project	Land at West Barn Old Dairy Lane, Norton		
Drawing Title	Access Overview & Visibility Splays		
Scale	Date	Drawn by	Checked by
1:250	Jan 26	EMH	ALB
Drawing No.	Rev.		
2026-6980-001	A		

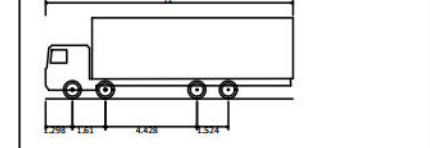


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-  Third Party Land
-  Vehicle Overrun
-  -Swept Path-
-  Wheel Track
-  Body Overswing



Mercedes Actros Rigid 6x2 2536L  
 Overall Length 10.100m  
 Overall Width 2.494m  
 Overall Body Height 3.495m  
 Min Body Ground Clearance 0.200m  
 Max Track Width 2.494m  
 Lock to lock time 5.00s  
 Wall to Wall Turning Radius 10.100m



Rigid Truck  
 Overall Length 12.000m  
 Overall Width 2.500m  
 Overall Body Height 3.928m  
 Min Body Ground Clearance 0.412m  
 Track Width 2.471m  
 Lock to lock time 6.00s  
 Kerb to Kerb Turning Radius 11.900m

A	Revised Issue	09/01/2026
-	Original Issue	06/01/2026
Rev.	Amendments	Date



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Drawing Status **Planning**

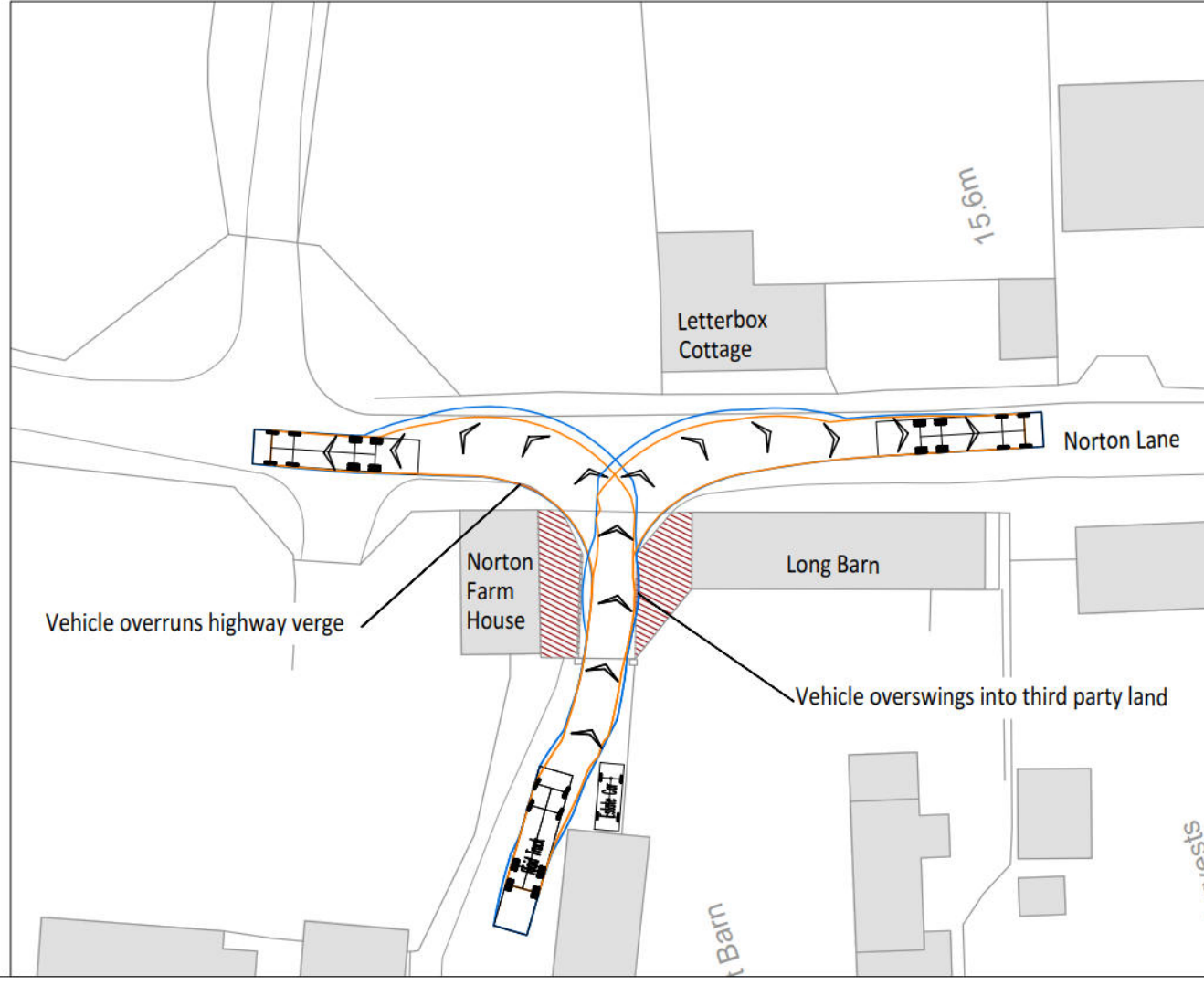
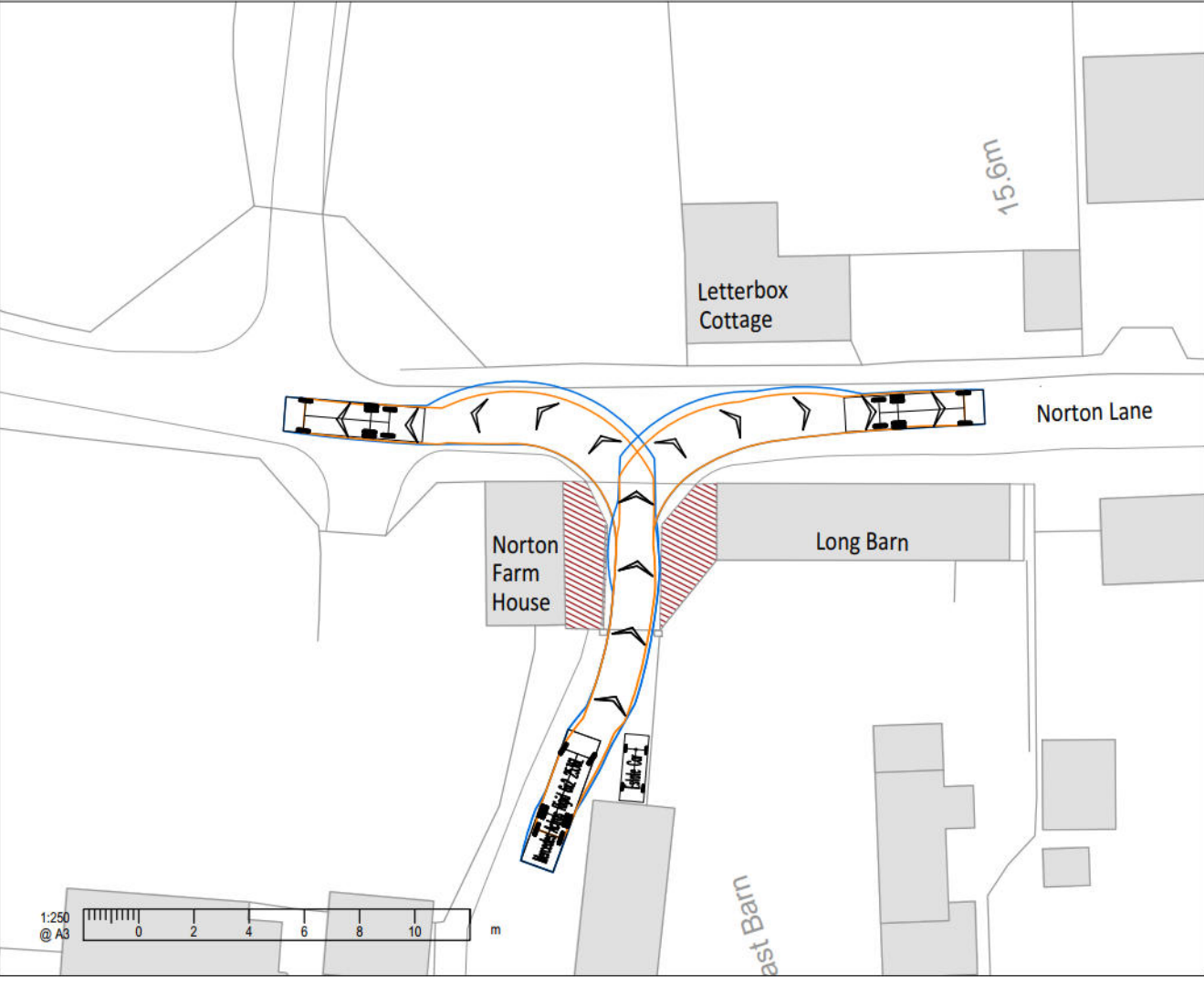
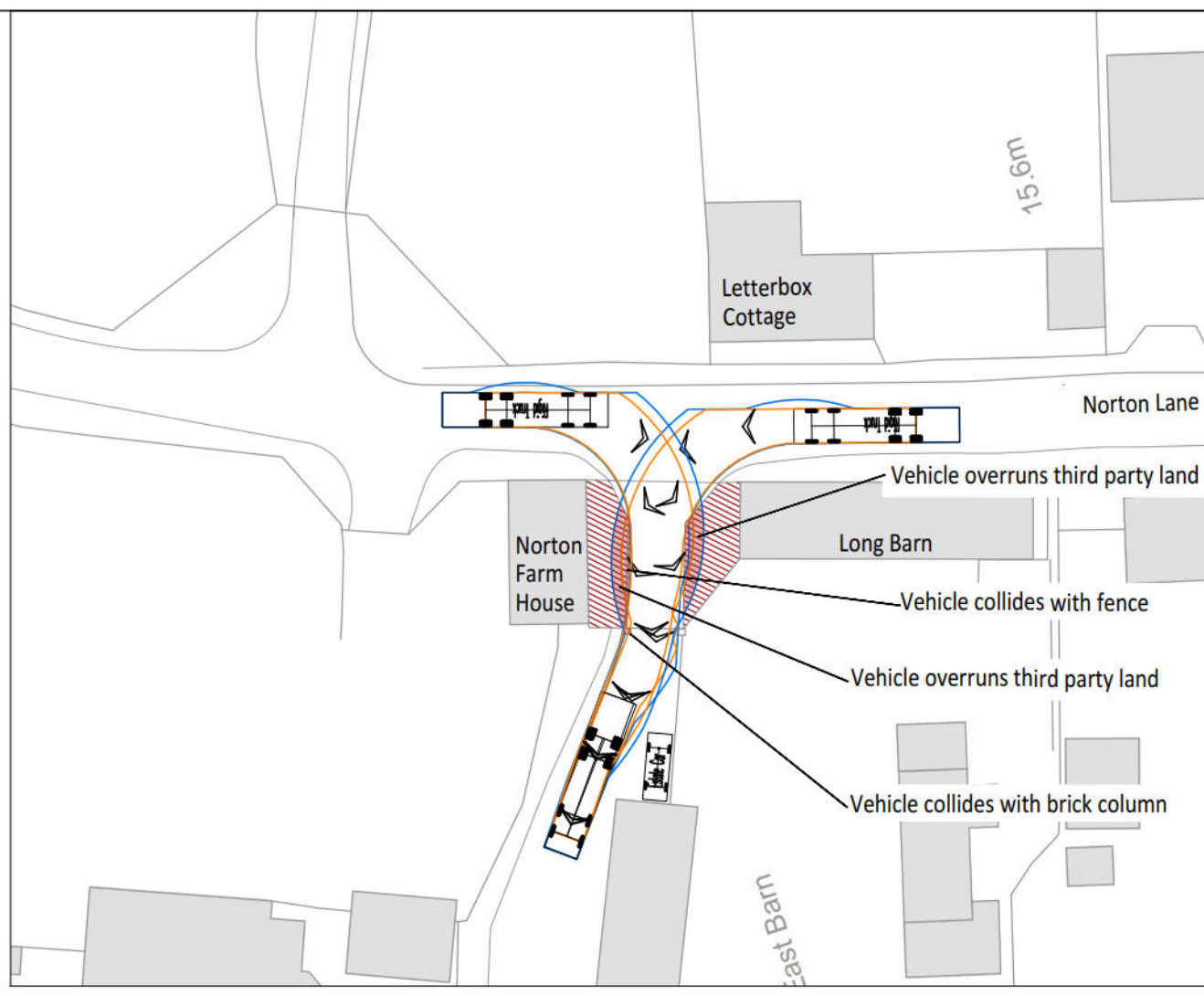
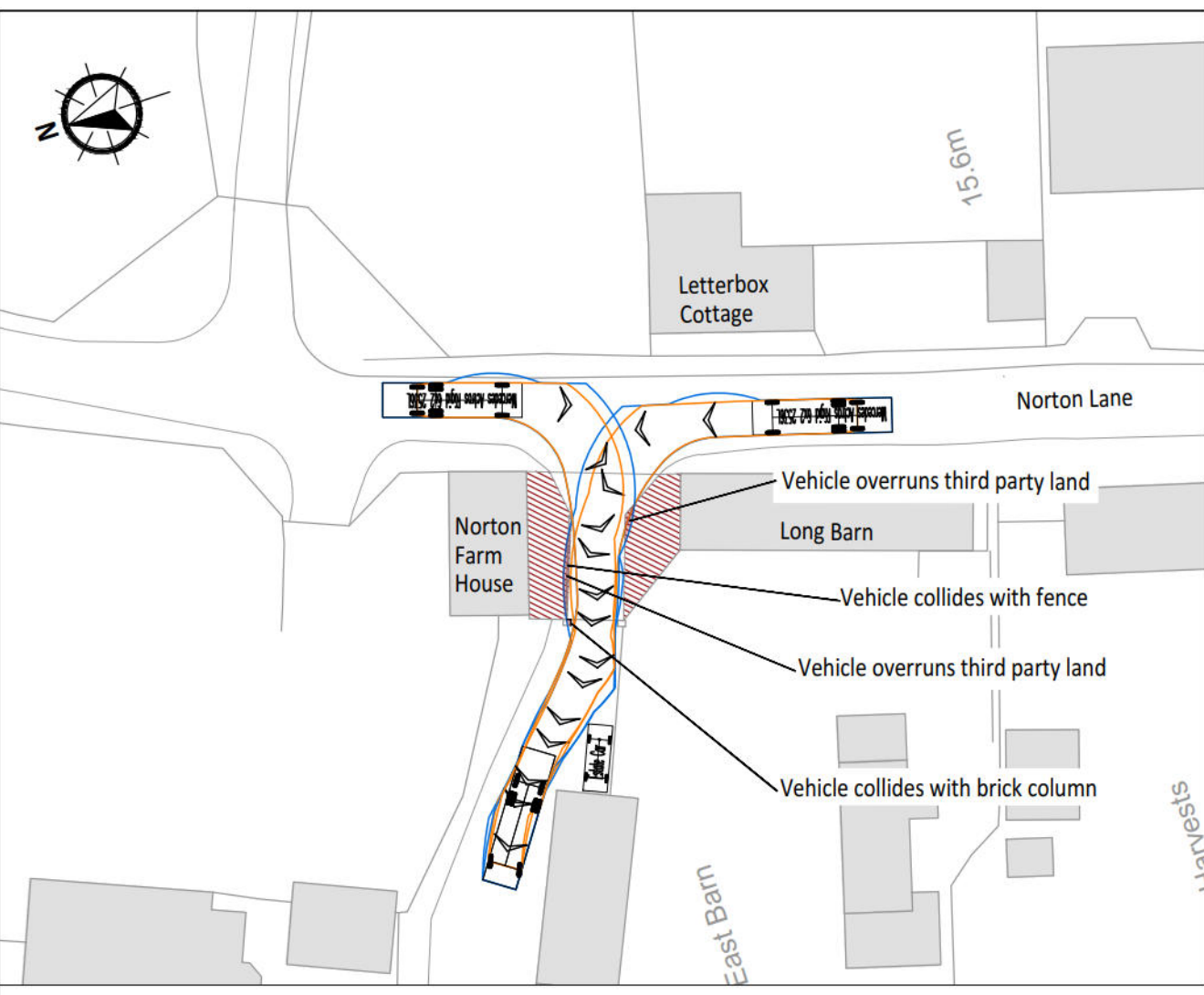
Client **Mr S. McHale**

Project **Land at West Barn Old Dairy Lane, Norton**

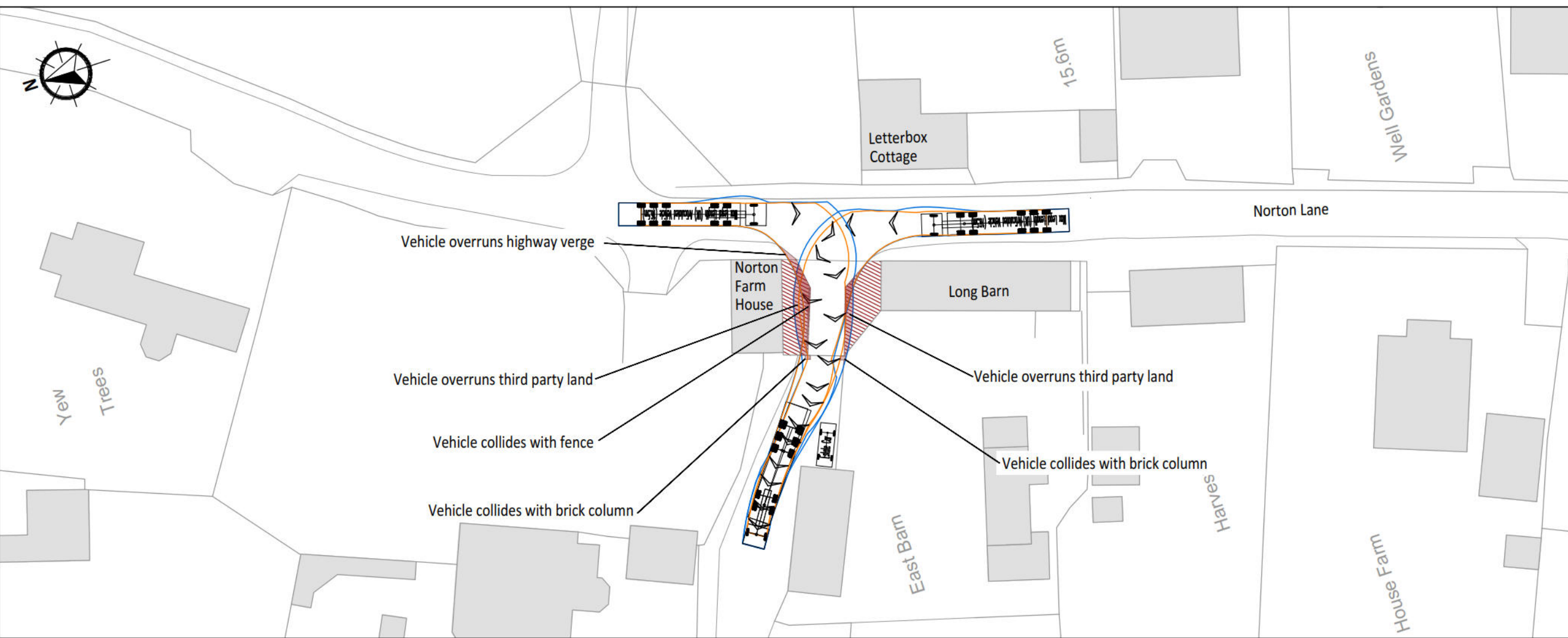
Drawing Title **10.1m & 12.0m Rigid Trucks Access and Egress**

Scale	Date	Drawn by	Checked by
1:250	Jan 26	EMH	ALB

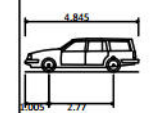
Drawing No. **2026-6980-002** Rev. **A**



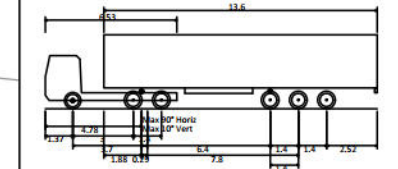
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- Third Party Land
- Swept Path-
- Wheel Track
- Body Overswing



Estate Car  
 Overall Length 4.845m  
 Overall Width 1.750m  
 Overall Body Height 1.474m  
 Min Body Ground Clearance 0.189m  
 Max Track Width 1.655m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 4.950m



Max Legal Length (UK) Articulated Vehicle (16.5m)  
 Overall Length 16.500m  
 Overall Width 2.550m  
 Overall Body Height 3.681m  
 Min Body Ground Clearance 0.411m  
 Max Track Width 2.500m  
 Lock to lock time 6.00s  
 Kerb to Kerb Turning Radius 6.530m

A	Revised Issue	09/01/2026
-	Original Issue	06/01/2026
Rev.	Amendments	Date



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Drawing Status **Planning**

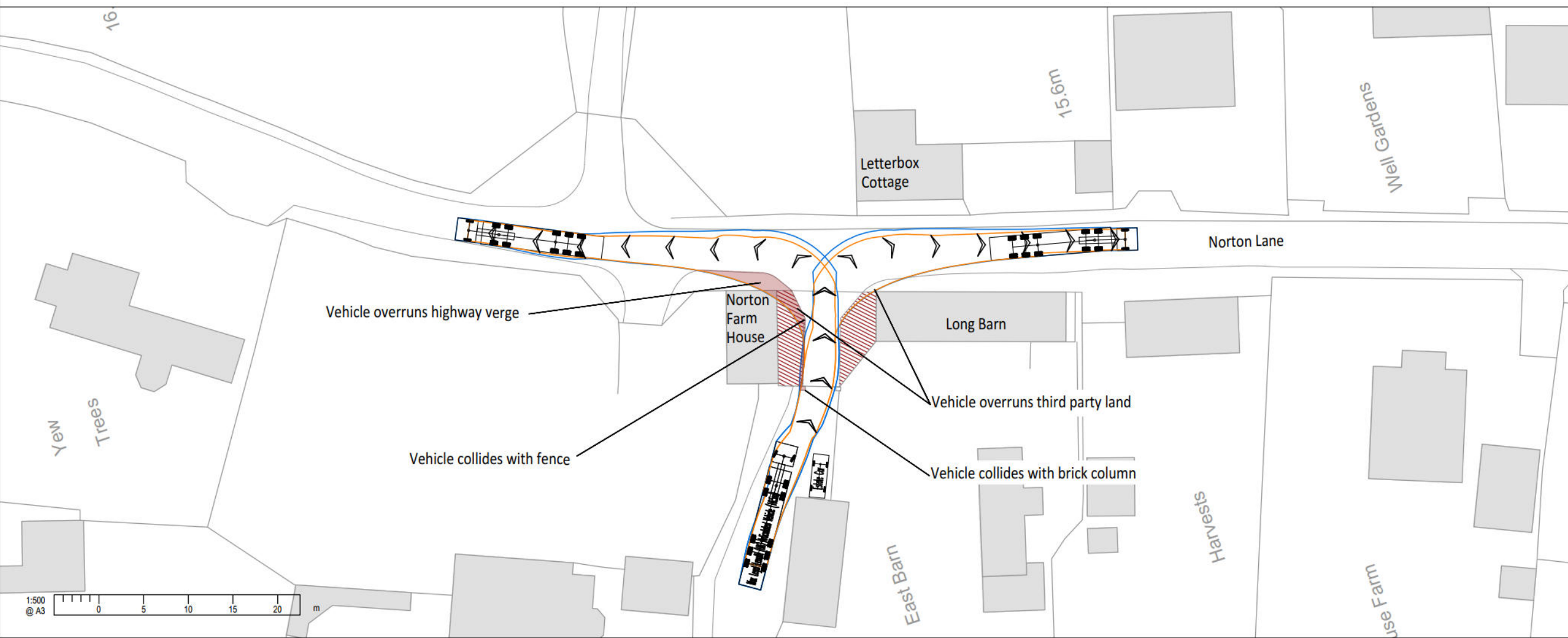
Client **Mr S. McHale**

Project **Land at West Barn Old Dairy Lane, Norton**

Drawing Title **Max Legal Length Articulated Vehicle Access and Egress**

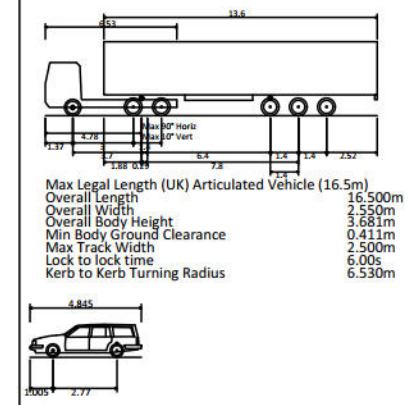
Scale	Date	Drawn by	Checked by
1:500	Jan 26	EMH	ALB

Drawing No.	Rev.
2026-6980-003	A



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- Third Party Land
- Visibility Obstruction
- Vehicle Intervisibility
- Swept Path- Wheel Track
- Body Overswing



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m
Kerb to Kerb Turning Radius	
Estate Car	4.845m
Overall Length	1.750m
Overall Width	1.424m
Overall Body Height	0.189m
Min Body Ground Clearance	1.655m
Max Track Width	4.00s
Lock to lock time	4.950m
Kerb to Kerb Turning Radius	

-	Original Issue	06/01/2026
Rev.	Amendments	Date



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Drawing Status: **Planning**

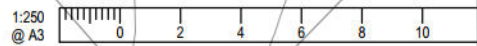
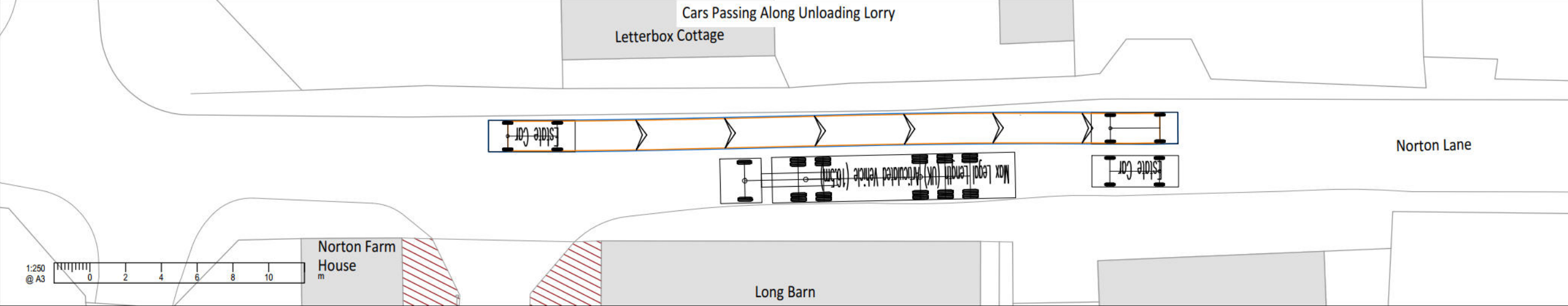
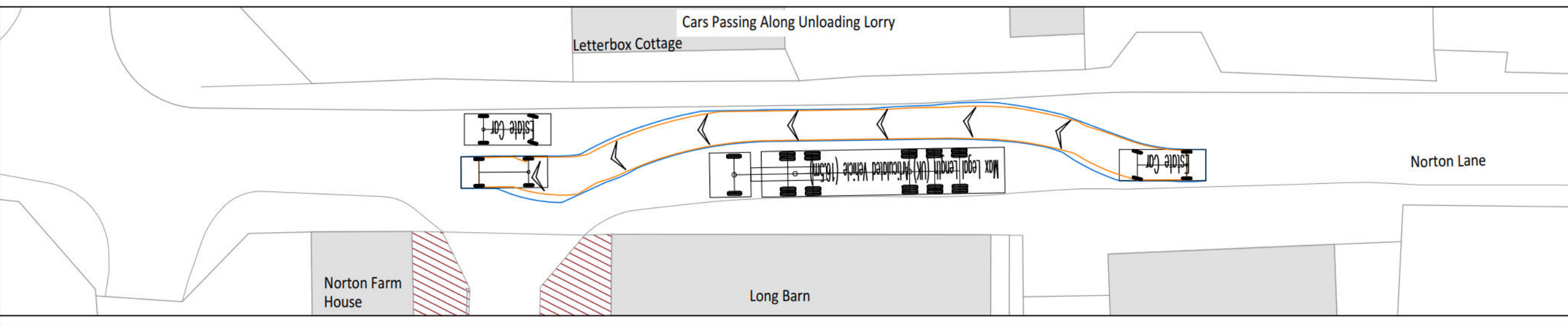
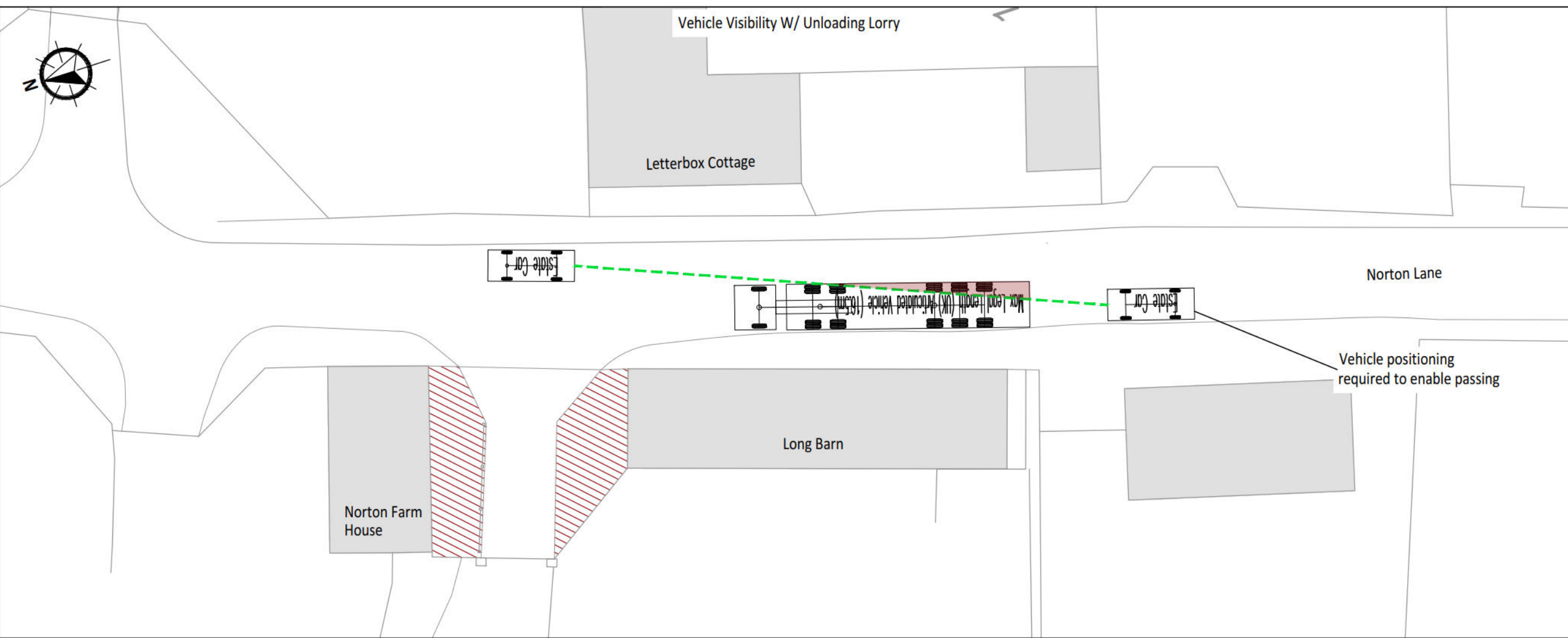
Client: **Mr S. McHale**

Project: **Land at West Barn Old Dairy Lane, Norton**

Drawing Title: **Lorry Unloading Intervisibility & Passing**

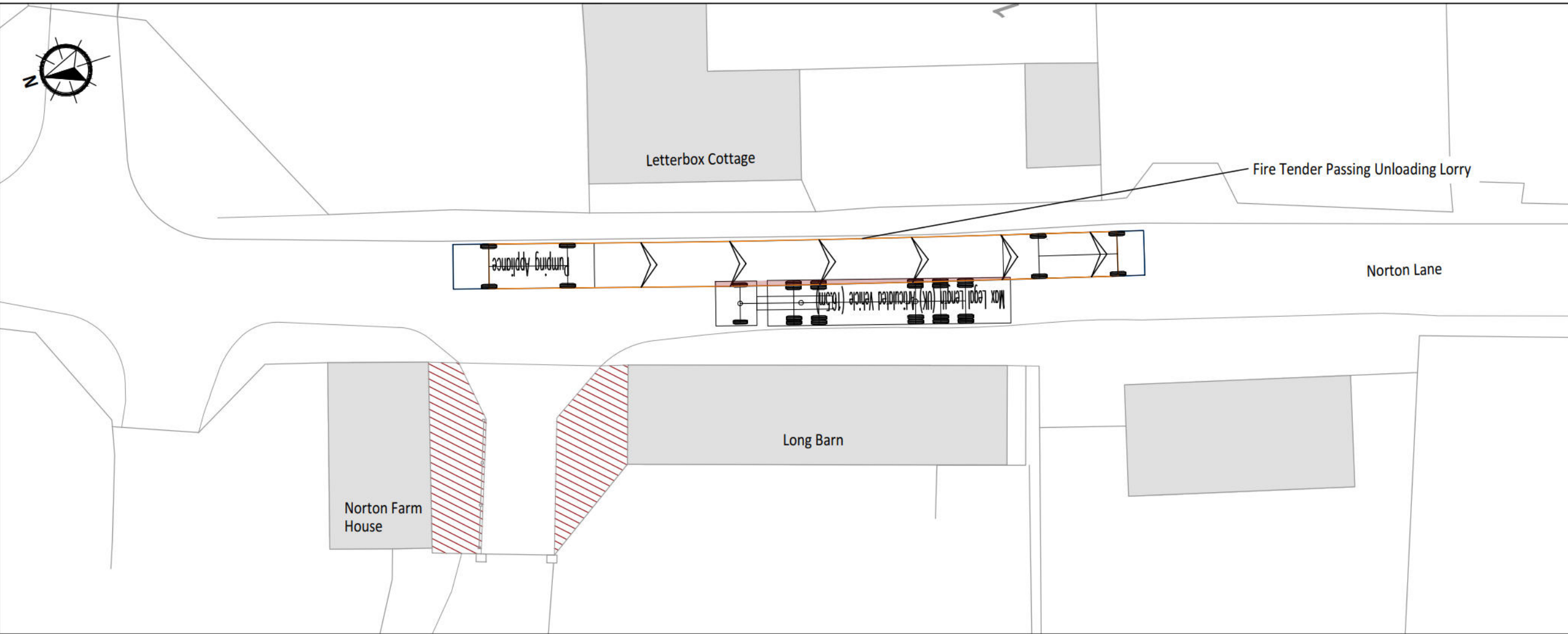
Scale	Date	Drawn by	Checked by
1:250	Jan 26	EMH	ALB

Drawing No.	Rev.
2026-6980-004	-

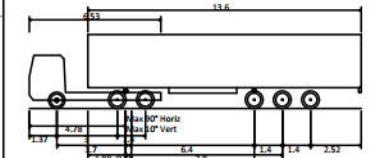


1:250 @ A3

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- Third Party Land
- Vehicle Collision
- Swept Path -
- Wheel Track
- Body Overswing



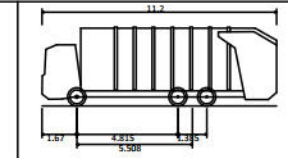
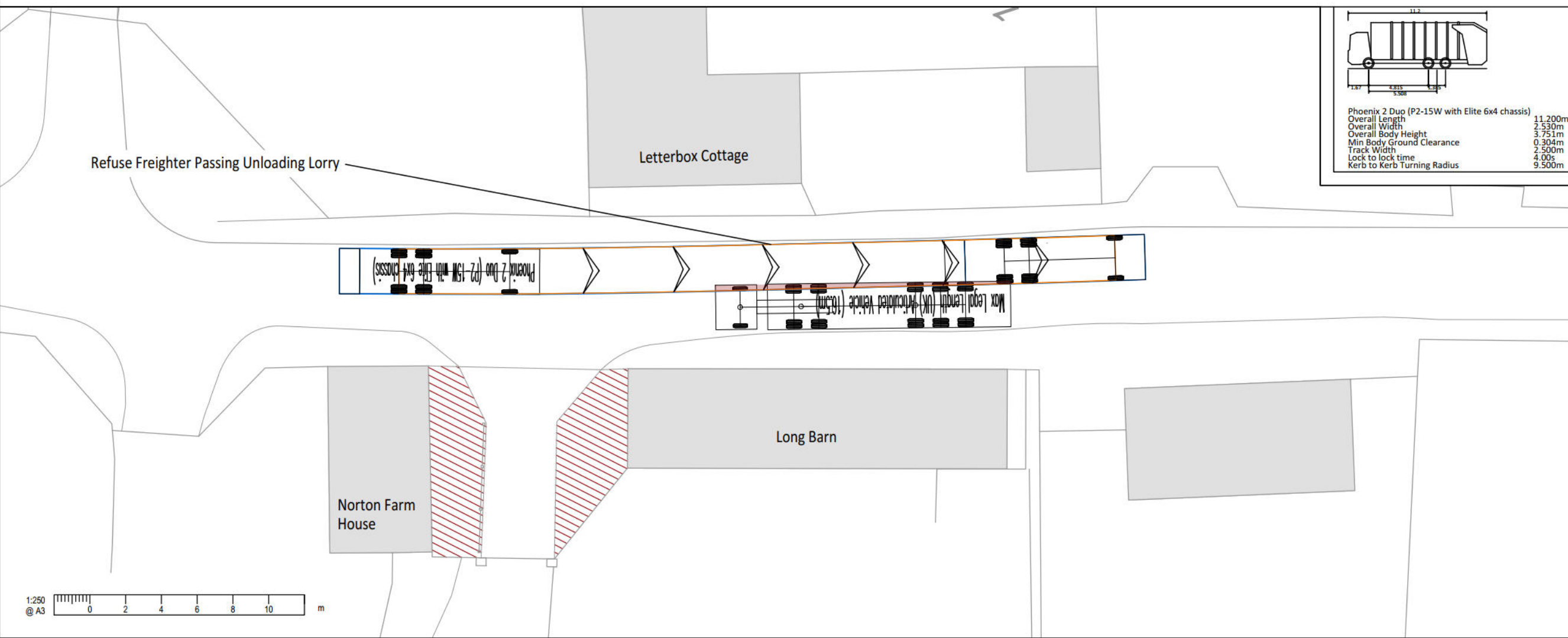
Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



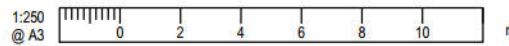
Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



-	Original Issue	06/01/2026
Rev.	Amendments	Date



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Drawing Status	Planning		
Client	Mr S. McHale		
Project	Land at West Barn Old Dairy Lane, Norton		
Drawing Title	Fire Tender & Refuse Freighter Passing Unloading Lorry		
Scale	Date	Drawn by	Checked by
1:250	Jan 26	EMH	ALB
Drawing No.	2026-6980-005		Rev.
			-

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[Redacted]

[Redacted]

[Redacted]








[Redacted]

[Redacted]

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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	 Our core foundations	 
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 <p>Improving the wellbeing of Arun</p>	 <p>Delivering the right homes in the right places</p>	 <p>Supporting our environment to support us</p>	 <p>Fulfilling Arun's economic potential</p>	 
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**From:** Elizabeth Lawrence [REDACTED]

**Sent:** 13 January 2026 15:04

**To:** Simon Davis <[Simon.Davis@arun.gov.uk](mailto:Simon.Davis@arun.gov.uk)>; Kyran Schneider [REDACTED]

**Subject:** L/107/25/PL. - New industrial building on domestic Lane, Norton

**CAUTION:** This email originated from outside of the organisation. You should take extra care when clicking links or opening attachments - if you are unsure the content is safe contact the IT Helpdesk before clicking or opening.

Dear Simon & Kyran

I hope you have both had a good Christmas and New Year.

I enclose a highway report prepared by Bright Plan, which is self explanatory. It clearly sets out some of the highway safety concerns and at the same time the swept paths highlight the impact the proposal would have on residents living close to access, users of bridleway, pedestrians and users of the post box. It shows how verges would be damaged and that forward visibility close to a bend, bridleway, post box; the business site access and various dwelling entrances would be severely obscured by parked HGVs. Also how unloading onto pallets etc would be unsafe.

Not only is it not safe and unneighbourly it would have a material impact on the significance of the conservation area and the setting of 2 listed buildings. There is absolutely no way that the proposal would not have a negative impact on heritage assets.

You will also note that on swept path No. 2026-6980-003 A an articulated lorry turning left out of the site would would hit a building at the entrance to Norton House.

Simon, could you advise why the applicants have not been asked to demonstrate why the many commercial sites in the area that are available would not be suitable for the business. The site is in an unsustainable location, served by a narrow lane with no pavements and which is within a conservation area noted for its quiet rural village character and appearance. The existing business only employs 4 people who area not local. They live up to 15 miles away.

I ask that this email and the attached letter and swept paths are taken fully into account by Arun DC and WSCC. Also that they are placed on the public file.

Also attached is a copy of my highway and other concerns which I attach for Kyran's consideration.

I thank you for your time and consideration and ask that you do not hesitate to contact me should you have any queries.

Kind regards

Liz Lawrence

Elizabeth Lawrence Ltd

