

## Planning Supporting Statement (incorporating Statement of Engagement)

This Planning Statement (incorporating the SCI), prepared by Gillings Planning on behalf of Biodot (“the Applicants”), is submitted in support of an application for full planning permission for the erection of a commercial building on land at West Barn, Old Dairy Lane, Norton.

The description of development for which planning permission is sought is as follows:

*“Erection of a commercial building (within Use Class E(g), parking, landscaping and other associated works”*

This Statement provides a planning analysis to demonstrate that the submitted proposals are acceptable in planning terms and in accordance with relevant planning policy and guidance.

The table below sets out the documents submitted in support of the planning application which should be read alongside this Planning Statement and the plans & drawings are listed within the covering letter for the planning application submission.

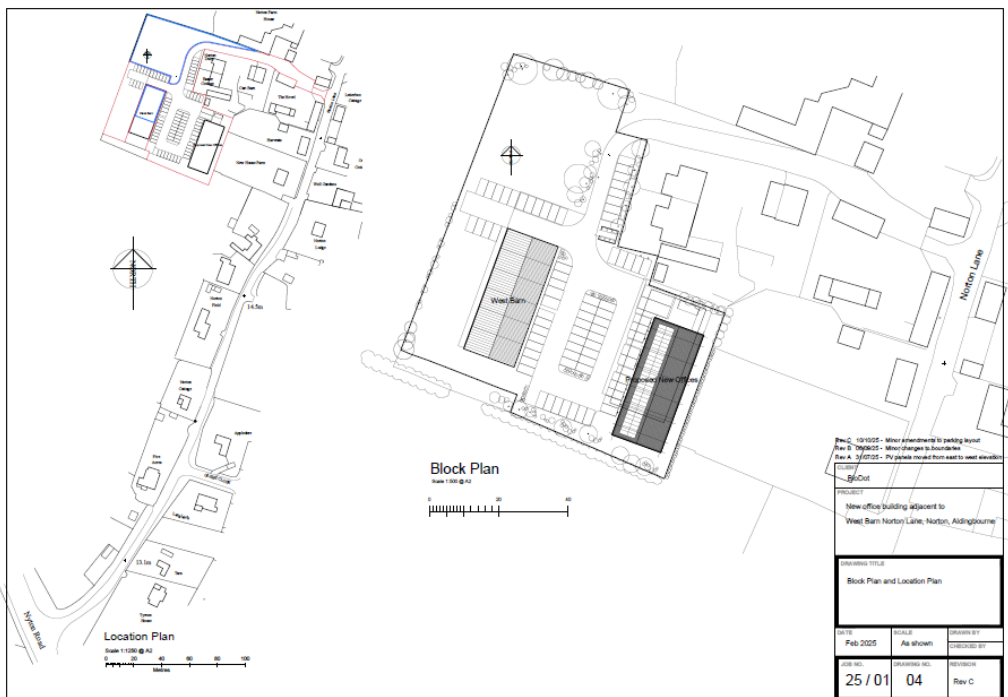
DOCUMENT	TECHNICAL CONSULTANT
Planning Application Form and ownership certificate	Gillings Planning
Design and Access Statement	Gillings Planning
Landscape Design	Ramsay and Co Landscape Design
Transport Statement and Travel Plan	i-Transport
Arboricultural Survey and Arboricultural Impact Assessment	Ramsay and Co Landscape Design
Ecology Phase 1 Habitat Survey	Sam Watson Ecology
BNG Assessment	Sam Watson Ecology
FRA and Drainage Strategy	LRW Civils
Heritage Assessment	Smith Jenkins Planning and Heritage
Noise Assessment	Hawkins Environmental
Mineral Resource Assessment	Land and Mineral Management

### Site Location

The application site is located to the west of Norton Lane and is located within the parish of Aldingbourne. The site measures approximately 0.22ha and currently consists of an existing commercial building known

as West Barn. The site is accessed via a private road known as Old Dairy Lane that connects to Norton Lane itself. Directly to the north and west of West Barn is a grass field boarded by established planting. Car parking is located around the existing building and a redundant private tennis court lies opposite, east of the site. A barn was previously in place where the tennis court is located.

The eastern edge of the site falls partially within the Norton Conservation Area. There are Listed Buildings to the east at Norton Farmhouse and Letterbox Cottage which are both Grade II Listed. Immediately to the north, south and west is open countryside with residential dwellings located along its eastern boundary fronting along Norton and Old Dairy Lane.



### Background

The existing commercial building currently present on site is split into three business units. Biodot UK occupy one of the existing units which is used for showcasing their range of testing equipment, along with admin, accounts, training and storage.



Above: Existing commercial building of West Barn on the site

BioDot was incorporated on 13<sup>th</sup> December 1989 through the establishment of pregnancy testing kits. It now provides systems for the manufacture of Point of Care Diagnostic Tests and during the Covid Pandemic were a significant provider in the manufacture of lateral flow tests. All work performed at BioDot uses non-hazardous reagents in a “*showroom laboratory*”.

The business is now seeking to expand and does not have sufficient space within the existing building. It is therefore proposed to provide a new building for Biodot and expand their existing facility to accommodate additional showroom space to adequately display and provide training for their increasing core product range. This will include additional space for a new range for Oncology Testing and a system for freeze drying of vaccines. Space will also be provided to train sales and support staff who will operate this new ground-breaking equipment.

### Planning History

A review of the Councils (available) online records indicates a number of planning applications in relation to the site.

- **AL/92/08 - Re-use of redundant farm buildings for mixed use development - B1 offices, residential dwellings & tourist accommodation units.** This application was approved by the Council in January 2009
- **AL/28/12 - Revision to previous approval AL/92/08/ for change of use of existing farm building to office units (B1 Business).** This application was approved by the Council in June 2012.
- **AL/56/13 - Repositioning of north and east site boundaries, additional parking and landscaping, re-location of bin storage area and provision of cycle store detail (resubmission following a grant of planning permission AL/28/12/).** This application was approved by the Council in November 2013.

In addition, there have been several applications for residential schemes. Whilst these have not been permitted and were dismissed at appeal it's important to note that it was concluded under every application that the development would not be harmful to the character and appearance of the area, including the Conservation Area or the setting of nearby listed and locally listed buildings.

- **AL/79/14/PL – Mews of 6 No. two storey low rise live work studios:** This application was refused by the Council in June 2015. An appeal was dismissed in February 2016 (APP/C3810/W/15/3134557).
- **AL/59/16/PL - Mews of 6 No.2 storey low rise live work studios. (Resubmission of AL/79/14/PL.).** This application was undetermined by the Council and an appeal dismissed (APP/C3810/W/16/3154760) in February 2017.
- **AL/70/20/PL - Residential Mews consisting of 6 No dwellings:** This application was refused by the Council in February 2021. An appeal was dismissed on 13<sup>th</sup> December 2021 (APP/C3810/W/21/3275037).

### Development Proposal

The proposal seeks to construct a new building to create additional employment floorspace on the site to support Biodot's growth. The proposed building would be located on the redundant private tennis court located to the east of the existing West Barn commercial building. It would seek to provide approximately 1,080sqm of new employment space to the area while allowing for an existing local business to expand.

The use of the proposed building is considered to fall within Use Class E(g) which specifically refers to “Commercial, Business and Service Uses”. Part E(g) includes uses that can be carried out in a residential area without detriment to its amenity including:

- E(g)(i) offices to carry out any operational or administrative functions;
- E(g)(ii) Research and development of products or processes
- E(g)(iii) industrial processes



Above: Google image from 2015 showing previous barn at the site

The building has been designed to minimise the impact on the character of the area and effectively replicate the design of West barn. It supports a low-pitched roof and the elevations of the building, with the exception of the eastern elevation, will be clad with plastic coated profiled steel sheeting, light grey in colour. The eastern elevation of the building which faces the Conservation Area will be clad with vertical timber boarding that will be left to naturally silver over time. The fenestration incorporated into the building is simple in design and photovoltaic panels are located on the western profile of the roof only. Overall, the design of the commercial building presents as a typical barn type structure within the countryside.

The proposed building will be located to the east of West barn in place where there is currently a private tennis court which is no longer in use. This previously replaced a barn structure which was destroyed by a fire some years ago. This can be seen within the image to the left.

The siting of the proposed building results in a courtyard area of parking to serve both the proposed and existing buildings along with additional provision along the northern end of West Barn itself. 36 additional parking spaces will be provided in total. Access to the site from Old Dairy Lane will remain unchanged.

Additional landscaping has been incorporated into the site to soften the development within its setting. This includes planting along the eastern, southern and western boundaries of the site.

### Statement of Engagement

In accordance with national and local policy and guidance, community and stakeholder engagement has been undertaken. This includes;

- Pre-application discussions with the Local Planning Authority
- Engagement with Aldingbourne Parish Council and Ward Councillors
- Community Consultation

### Pre Application Discussions

In line with Government Guidance on best practice, pre-application discussions were undertaken with Planning Officers at Arun District Council and West Sussex County Council.

A request for pre-application advice (ref: PAA/43/25) was submitted on the 6<sup>th</sup> May 2025 to Arun District Council. A meeting was held on the 3<sup>rd</sup> June and a formal response was issued on the 12<sup>th</sup> June. This was a positive response in which the main points raised were as follows:

Topic	Comment
Principle	<ul style="list-style-type: none"> <li>• The site is outside the built-up area. Policy ALP policy CSP1 states development in the countryside will be supported where it complies with other ALP policy.</li> <li>• Policy EMP DM1 part (3) allows for the expansion of existing businesses whilst part (6) allows for economic development in the countryside subject to certain criteria being met. Full details of criteria are set out within Appendix A.</li> <li>• Likely that the proposal would be found in accordance with policy EMP DM1 and therefore acceptable in principle. Officer considerations under each criteria are set out below.</li> </ul> <p><i>Criteria a</i></p> <ul style="list-style-type: none"> <li>• The proposed building appears to be the same or similar in size to West Barn</li> </ul> <p><i>Criteria b</i></p> <ul style="list-style-type: none"> <li>• Noted that the Highways Authority's pre-application response raised no objection.</li> </ul> <p><i>Criteria c</i></p> <ul style="list-style-type: none"> <li>• Building has a functional form/design, similar to West Barn in appearance.</li> <li>• Recommended that the eastern elevation be softened; <ul style="list-style-type: none"> <li>○ with alternative materials such as timber boarding</li> <li>○ planting trees along the boundary</li> <li>○ moving the building slightly further away from the eastern boundary</li> </ul> </li> </ul> <p><i>Criteria d</i></p> <ul style="list-style-type: none"> <li>• Positive that all non-field staff employed by Biodot at West Barn are local to the area (within a 20min drive).</li> <li>• Makes sense to allow a business to expand in the same location rather than having staff travel between locations.</li> </ul> <p><i>Criteria e</i></p> <ul style="list-style-type: none"> <li>• B1 office proposal need 1 space per 30sqm which would equate to the need for 36 new spaces.</li> <li>• Accepts that submission shows provision of 36 extra spaces to add to the existing 40.</li> <li>• Positive that layout shows 4 accessible parking spaces as this meets the Manual for Streets requirement.</li> <li>• If building is shifted away from the eastern boundary this could impact on parking in which it may be possible to agree a reduction in provision or a few spaces could be relocated onto the existing grassed area to the north of West Barn, utilising grasscrete to appear not permanent in appearance.</li> </ul> <p><i>Criteria f</i></p> <ul style="list-style-type: none"> <li>• Building would reflect the more modern agricultural context of the site.</li> <li>• It would reflect the design and appearance of West Barn.</li> </ul>

	<ul style="list-style-type: none"> <li>• Notes that previous planning inspectors have identified that development in this location would preserve the character and appearance of both the Conservation area and its setting.</li> <li>• If carefully designed and located, the development could have a neutral impact on the CA.</li> <li>• Acceptability would be dependent on design of the building/materials and appropriate landscaping.</li> <li>• Traditional materials such as timber boarding could be used, especially on the eastern elevation.</li> <li>• Could improve planting along the eastern boundary – The introduction of trees would help maintain a more verdant character.</li> <li>• No change to existing access arrangement – development would not impact the closest listed buildings because of development in their setting.</li> <li>• A detailed heritage assessment would be required.</li> </ul> <p><i>Criteria g</i></p> <ul style="list-style-type: none"> <li>• Do not consider that the proposal will result in any residential amenity issues.</li> <li>• Noise insulation to the building envelope may be necessary.</li> <li>• Need to carefully consider siting of any externally mounted air moving plant or equipment.</li> </ul> <p><i>Criteria h</i></p> <ul style="list-style-type: none"> <li>• Ensure suitable measures are included within the design.</li> </ul>
<b>Aldingbourne Neighbourhood Development Plan (ANDP)</b>	<ul style="list-style-type: none"> <li>• Development is considered to be in conflict with policy EH1 of the ANDP.</li> <li>• In accordance with Section 38(5) of the Planning and Compulsory Purchase Act 2004, conflict between different parts of the plan must be resolved in favour of the policy which is contained in the last document.</li> <li>• Conflict between the ALP and ANDP would be resolved in favour of the latter. ANDP is the newer development plan document.</li> <li>• ANDP policy EE1 supports the upgrade or extension of existing employment sites.</li> <li>• ANDP Policy EE3 supports new B1 development in the ANDP area.</li> </ul>
<b>Minerals Safeguarding</b>	<ul style="list-style-type: none"> <li>• Site is in a sharp sand and gravel mineral safeguarding area.</li> <li>• Policy M9 applies and as such justification in respect of this policy will be required.</li> </ul>
<b>Heritage</b>	<ul style="list-style-type: none"> <li>• Concluded that less than substantial harm will be caused.</li> <li>• Will be necessary to demonstrate sufficient public benefits outweigh the harm.</li> <li>• Anticipated sufficient benefits can be demonstrated.</li> </ul>
<b>Highways</b>	<ul style="list-style-type: none"> <li>• Do not consider that the proposal will rise to any unacceptable highway safety concerns.</li> <li>• Clear there is space within the site to accommodate requirements.</li> </ul>
<b>Flooding, Water and Drainage</b>	<ul style="list-style-type: none"> <li>• Must identify opportunities to incorporate a range of Sustainable Urban Drainage Systems.</li> <li>• Must demonstrate adequate drainage capacity exists or can be provided.</li> <li>• Application must be accompanied by a Drainage Impact Assessment.</li> </ul>

<b>Trees and Biodiversity</b>	<ul style="list-style-type: none"> <li>• Site is within 12km buffer of the Singleton and Cocking Tunnels SAC.</li> <li>• Phase 1 Ecology survey required.</li> <li>• Should demonstrate a minimum 10% BNG.</li> <li>• Do not consider that there will conflict with ANDP policy EH12 providing there is no impact on the existing landscaping to the site boundaries.</li> </ul>
<b>Climate Change</b>	<ul style="list-style-type: none"> <li>• Application should include details of any physical renewable energy features.</li> </ul>

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 24<sup>th</sup> April and a formal response was issued on the 25<sup>th</sup> April. This was a positive response in which the main points raised were as follows:

<i>Topic</i>	<i>Comment</i>
<i>Access and Visibility</i>	<ul style="list-style-type: none"> <li>• Satisfied that the existing access point affords suitable visibility in both directions.</li> <li>• No modifications to the existing point would be warranted for an application of this scale.</li> <li>• No evidence to suggest the existing access point has been operating unsafely, or that the proposals would exacerbate an existing safety concern.</li> </ul>
<i>Capacity</i>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>
<i>Parking and Turning</i>	<ul style="list-style-type: none"> <li>• Should be in accordance with Arun parking standards.</li> <li>• 36 spaces would be considered acceptable.</li> <li>• 9 cycle spaces would be required being covered and securable.</li> <li>• 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.</li> </ul>
<i>Sustainability</i>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Electric minibus to collect visitors to and from the site will reduce the need for private car use.</li> <li>• A Travel Plan Statement will be submitted.</li> </ul>

#### **Engagement with Aldingbourne Parish Council and Ward Councillors**

Aldingbourne Parish Council and the Local Ward Members were identified as key stakeholders. Information was provided setting out the plans and details of the proposals. Comments were invited over a two week period. In addition a phone call to discuss the proposals through further, was also offered over this period.

In summary, the Parish Council and Ward Councillors, have been kept informed at every stage in the process and feedback was welcomed.

### Public Consultation

Considering the scale and siting of the development it was considered that the most appropriate way to engage public consultation was through letters being sent to the neighbouring properties who would be directly affected by the proposal.

An information pack which included a letter setting out an overview of the proposal, along with plans and elevations of the proposal was sent to 19 neighbours, as identified on the map below. Feedback was requested over a 2 week period in which a summary of the comments received are set out below.

Resident comment	Response
Concerns regarding overlooking, loss of privacy, overbearing impact and loss of light.	Discussions have been held with Arun District Council through the pre-application process raising no amenity concerns.
Concerns regarding increased noise from staff and vehicle activity and operation of the building.	A noise report has been undertaken to support the application.
Concerns regarding intensification of use and impact on traffic and highway safety.	Discussions have been held with WSCC Highways team. A Transport Statement has been produced to support the application.
Considered to be overdevelopment in an inappropriate location and out of character.	The design approach is set out and justified in the Planning Statement and Design & Access Statement. The design approach has been carefully considered to minimise its impact on the character of the surrounding area.

In summary, the applicant has actively engaged with the local community and stakeholders to communicate and develop the proposals. This has met the requirements of the NPPF and the local guidelines as set out in the Councils SCI. The pre-application engagement has ensured that the local residents and key political stakeholders are well informed of the proposals. As such, the applicant considers that the pre-application engagement undertaken has been timely, meaningful and effective.

### Planning Considerations

#### Principle of development

The site is located outside of the designated built up area boundary. Policy C SP1 considers development outside of these areas and will only support development within the countryside should it meet one of the listed criterion. The proposed development is considered to meet criterion (d) and (f). Criterion (d) is supportive where development is for the diversification of the rural economy. As noted above, Biodot are seeking to expand their existing business at the site due to growing demand and variation in the range of products provided.

The proposed development is also considered to meet criterion (f) where by the development is in accordance with other policies in the plan which refer to a specific use or type of development. The relevant policy in this case is policy EMP DM1 (Employment Land: Development Management).

#### Arun Local Plan - Policy EMP DM1 Employment land: Development Management

Part 3 of this policy considers the relocation and expansion of existing business. The emphasis behind this part is to encourage expansion of existing businesses where it will improve their economic and environmental sustainability, improve the local environment and/or enhance the sustainable development potential of adjoining sites.

In addition, part 6 of this policy considers the economic growth outside of the Built-up Area Boundary. This supports development outside the built-up area, provided that proposals demonstrate;

- a) That it is an appropriately sized extension of an existing employment site, or no acceptable alternative can be identified within the existing permitted or allocated sites, or within or through redevelopment of existing commercial premises.
- b) That it would not intensify uses at the site to the detriment of existing public access routes and highways.
- c) A high standard of design, layout and landscaping appropriate to the context.
- d) That it is capable of being well served by public transport or otherwise is readily accessible by means other than by private car to a significant residential workforce if employment intensive uses are proposed.
- e) Access arrangements and parking facilities will be provided in accordance with the Councils adopted standards.
- f) A sympathetic relationship to the surrounding areas that shows consideration of the landscape, habitat, built and historic environment contexts, the opportunities to deliver onsite habitats and protect key species.
- g) A satisfactory relationship with neighbouring uses in order that the amenities of nearby residents, in particular, are protected; and
- h) Where appropriate, crime prevention measures are incorporated.

The building is approximately 36m in length and 15m in width, creating 1080sqm of additional floorspace, expanding Biodots existing business which currently resides onsite. The buildings footprint is smaller than the previous barn which was present in this location and is no bigger than the existing commercial building, known as West Barn. As such the proposed building is appropriately sized and designed to replicate a barn structure in the countryside. The proposal is therefore considered to comply with criterion a.

The proposed building would provide an additional showroom and office space creating an increase of approximately 5 staff members who would be employed from the local area. Visitors are expected a couple of times a month. As a result, 5 additional two-way movements are expected during the network peak times which is not considered to be a significant increase in trips and would result in minimal impact on the local highway network. In addition, no changes are required to the existing access. As such the use would not be to the detriment of public access routes and highways and therefore the proposal is considered to comply with criterion b.

The building entails a high standard of design, incorporating the use of high-quality materials throughout. Timber cladding is specifically proposed on the eastern elevation of the building to soften and integrate the building into the landscape when viewed from Norton Lane and from within the Conservation Area. As discussed above, the building is designed to reflect West Barn, with its low-pitched roof, replicating a barn structure in the countryside and is located on the siting of a previous barnlike structure. Following pre application advice the building has been moved a further metre away from the Conservation area boundary. Additional planting is also proposed, with trees proposed along the eastern boundary to help maintain a verdant character and assist in defining the commercial area as a sperate character area from that of the historic development on the Lane. As such the development is considered to comply with criterion c.

Whilst it is acknowledged that there are limited opportunities to walk to work, the site can be accessed by cycling or bus. The topography of the site and surrounding roads, along with the 30/40mph speed limit on Nyton Road means that traffic conditions are conducive to on carriage cycling. In addition, there is a bus stop approximately 700m to the south on Nyton Road, served by Compass Buses (85/85A) which operate 5 services per day between Chichester and Arundel. Barnham Railway Station is also located approximately 4km south of the site served by the 85/85A bus as well as being a 13-minute

cycle to the site itself. Biodot also have a minibus which is used to collect visitors from the station and transport them to and from the site. As such the site is served by public transport and is also accessible by other means other than the private car. The proposal is therefore considered to comply with criterion d.

No access changes are required to accommodate the proposed development which will continue to operating safely and is considered suitable for its users. 36 additional parking spaces will be provided which equates to one vehicle space per 30sqm, in accordance with the Councils adopted standards for E(g) uses. As such the development is considered to comply with criterion e.

As discussed above, the building has been sensitively designed, and appropriate landscaping has been proposed and located to ensure that the development sympathetically integrates with the surrounding area and provides onsite habitats. In addition, appropriate mitigation measures will be implemented to ensure key species are protected. As such the development is considered to comply with criterion f.

The proposed building is to be used for offices and a showroom which are considered to be compatible with the residential area. No external plant is proposed as part of the application but if considered necessary would accept a condition to ensure the amenity of nearby residents are protected. In addition, the number of additional vehicle movement to and from the site are considered to be negligible and are not considered to cause a disturbance to neighbouring properties. As such the development is considered to comply with criterion g.

It is considered that appropriate CCTV will be installed once the building has been constructed to maintain the security of the site. A condition to this effect would be accepted to ensure this is undertaken. As such the development is considered to comply with criterion h.

#### **Aldingbourne Neighbourhood Plan (ANP)**

Policy EH1 considers development within the built up area boundary in which it states '*Proposals for development of land located to the west of Westergate Street and outside of the BUAB will not be supported*'. The policy goes on to say that housing outside the BUAB should meet the listed criterion, suggesting the first statement is also directed towards residential development as opposed to commercial development. The policy is however, unclear in this regard.

As the policy doesn't define specific development types, the proposed development is in conflict with this policy. Contrary to this, policies EE1 and EE3 **do support** employment development with no stipulation regarding the location being within or outside of the BUAB.

Policy EE1 supports proposals to extend existing employment sites provided that the impact on the amenities of surrounding properties is acceptable and subject to other policies within the Plan. Policy EE3 also supports proposal for new commercial development subject to compliance with other policies within the development plan. The development is considered to comply with other policies within the plan as discussed in the sections below. As such the development is considered to be in accordance with policies EE1 and EE3.

#### **Conclusion on principle of development**

The application is for a new commercial building to expand Biodots existing business onsite. The proposed building is appropriately sized and a high standard of design which is sympathetic to the surrounding area and has a satisfactory relationship with neighbouring uses. Appropriate access and parking is provided as well as the availability of alternative modes of transport. In addition, appropriate crime prevention measures will be incorporated.

Overall, it is considered that the development is acceptable in principle against ALP policies C SP1 and EMP DM1, and ANP policies EE1 and EE3.

### Design and impact on the character of the area and amenity

As described above, the building is appropriately sized and located with its use considered to be compatible with neighbouring properties. The design is of a high standard and reflective of its rural character, incorporating appropriate landscaping. Solar panels will be incorporated on the western roof elevation to maximise solar energy whilst minimising its visual impact on the adjacent Conservation Area. Security measure will also be incorporated through CCTV surveillance to ensure users of the site feel safe.



The location of the new commercial building would be on previously developed land to which both local and national planning policies seek to ensure the most effective use. The land is a redundant private tennis court. The use of this land for additional employment space would enable the growth of an existing local business and provide an efficient use of land that is not considered to be of a high environmental value.

The proposal therefore accords with ALP policies D SP1, D DM1 and QE SP1 and ANP EE1, the Quality Design SPD and chapters 12 and 15 of the NPPF.

### Impact on Heritage

A Heritage Statement prepared by Smith Jenkins is submitted alongside the planning application and should be referred to in full.

It is acknowledged within the report that the building is similar in size and massing to West Barn and the design has been carefully considered to relate to the neighbouring building, evoking an agricultural structure building. The siting of the building allows for the reinstatement of a courtyard within the centre of the two buildings as was the case when the previous barn was in place, in line with the agricultural

history of the site. The proposed building also sits outside of the Conservation Area resulting in no direct effect from the built form.

Additional planting and intermittent trees will be located along the eastern elevation of the building which re-enforces the green boundary of the Conservation Area in this location and will further obscure the visibility of the proposed building from outside views. There are no proposed alterations to the access road and the development will be part of the modern area to the south of Norton Farmhouse, which no longer has any connection to the listed building and does not contribute to its significance.

Overall, the agricultural character of the proposed building will allow for continued appreciation of the history of the area and there will be no impact on the elements of the listed buildings settings that contribute to their significance. The site will continue to make a neutral contribution to the significance of the buildings, which will be preserved. The proposal therefore protects the setting of listed buildings, preserves the setting of the Conservation Area and conserves the historic environment of the district in accordance with ALP policies HER SP1, HER DM1 and HER DM3, ANP policy EH9 and chapter 16 of the NPPF.

### Highways, access and parking

A Transport Assessment prepared by i-Transport is submitted alongside the application and should be referred to in full.

Policy T SP1 of the ALP and policies GA1 and GA3 of the ANP seek to ensure that development provides safe access on to the highway network, considers the impact on the local road network, incorporates appropriate levels of parking and promotes sustainable transport.

No changes are proposed to the arrangement of the existing access point and road which will continue to provide safe access for all vehicles, including delivery and servicing, and as such is not considered to alter its impact on the local network and will not result in a severe residual transport impact in line with the NPPF.



**Image 1** – View of existing car park      **Image 2** – View of existing access road

Whilst it is only proposed that only 5 members of staff would occupy the building plus visitors and any services, parking will be provided in accordance with Arun District Parking Standards. Should another business utilise the building in the future, appropriate parking provisions have been provided in this eventuality. For a E(g) use, one vehicle space per 30sqm is required. For a 1,080sqm building this equates to 36 additional car parking spaces. Two are proposed as disabled spaces and eleven as EV charging spaces. In addition, two spaces are larger in size to accommodate a minibus which are used by Biodot to

collect visitors to the site. Nine additional cycle parking spaces will be provided within a secure, covered cycle store. Vehicle tracking has been undertaken and demonstrates that servicing and emergency vehicles can enter and leave the site in a forward gear

It is anticipated that the proposed building used by Biodot will generate an additional five arrivals in the morning peak hour and five departures in the evening peak hour. Visitor groups consist of group shared travel visits via a minibus a couple times a month. Overall, the resultant number of additional trips are de-minimus.

For any future occupiers of the building, TRICS data relating to 'Employment- Business Parks', with trip rates per 100sqm were analysed. This demonstrated, for a worst-case scenario, expansion of the employment use could generate 12-13 additional two-way vehicle trips during the highway network peak. This is not considered to have a material or noticeable impact on either the operation of the site or the wider highway network.

Whilst Biodot seek to employ local members of staff the expansion of the employment use offers the opportunity to expand the sustainable transport provision further through the addition of cycle parking provision, EV charging points, car sharing and minibus collections from the station or airport which all have been promoted through a Travel Plan Statement, submitted along with the application.

Overall, the development is considered to accord with ALP policy T SP1, ANP policies GA1 and GA3 and Chapter 9 of the NPPF.

### **Mineral Safeguarding**

A Mineral Assessment prepared by Land and Mineral Management is submitted alongside the application and should be referred to in full.

The site is located within a Mineral Safeguarding Area for sharp sand and gravel whereby development could sterilise finite material deposits and prevent future extraction. An assessment has been undertaken which has determined that the mineral present is likely to be of poor quality and not viable for extraction. In addition, it is also considered that any potential mineral has already been sterilised by existing development. It is therefore concluded that extraction is not practicable and the proposed development will allow Biodot to expand its existing business. The development is therefore in accordance with policy M9 of the West Sussex Joint Minerals Local Plan and chapter 17 of the NPPF.

### **Landscape, Ecology, Trees and Biodiversity Net Gain**

The proposal seeks to retain, protect and manage the existing trees onsite. Where it has been necessary to remove trees, these are category C trees which are of low quality. In addition, appropriate protection measures will be carried out to ensure the protection of those trees to be retained onsite. New tree planting is proposed thus mitigating any loss as well as additional landscaping consisting of native shrub and hedgerow planting, increasing species diversity and visual interest. The proposal therefore ensure that appropriate trees are protected and will not be damaged or destroyed in accordance with ALP policy ENV DM4

Ecology implications of the proposed development have been considered in terms of their impact on existing habitats, fauna and wildlife. No protected fauna or notable fauna was found, and the site was not considered to support reptiles or breeding great crested newts. Proportionate mitigation is proposed for Great Crested newts due to the presence of offsite ponds within 250m of the site. Use of the site for nesting birds was not confirmed and therefore additional mitigation is proposed to ensure clearance work is undertaken outside the peak bird nesting season. There was also no evidence of badgers being present. The application also demonstrates that a 10.52% biodiversity net gain could be achieved either on the wider site by increasing the number of proposed trees from 22 to 49 or through the purchase of offsite credits.

It has therefore been demonstrated that subject to the recommendations outlined in the assessment any ecological impacts can be appropriately managed. The proposal is therefore considered to achieve a net gain in biodiversity and will protect existing habitats onsite and is therefore in accordance with ALP policy ENV DM5, ANP policies EH6 and EH12 and chapter 15 of the NPPF.

### **Noise**

A noise assessment prepared by Hawkins Environmental is submitted alongside this application and should be referred to in full.

The study undertaken shows that through appropriate implementation and consideration of recommended plant noise limits applied to all plant installed at the proposed building, in addition to a suitable level of sound insulation to the envelope of the proposed building is achieved, it is considered unlikely that the proposed scheme would give rise to adverse impacts to the nearest noise receptors, or complaints of noise resulting from the proposed operations. As such the development is considered to accord with ALP policy QE DM1.

### **Drainage**

A Flood Risk/Drainage Statement/Foul Drainage Impact Assessment prepared by LRW Civil Designs Ltd is submitted alongside this application and should be referred to in full.

The report has concluded that the risk from sewer, ground water and artificial sources of flooding are low risk.

It is proposed that surface water generated by the development from the proposed building and external hard landscaping areas is to discharge into the ground via a crate soakaway system. Parking bays are designed as permeable with an open graded crushed rock subbase stone wrapped in an impermeable membrane to create attenuation/storage at a shallow depth within the pavement construction. This will assist in the removal of oils and hydrocarbons ensuring water quality conforms with appropriate standards. Further water quality measures also include a downstream defender/filter manhole proposed prior to discharging into the soakaway structure.

The foul flow for the proposed building will connect into the existing foul package pump chamber. The surface water drainage design for the proposed building will be kept separate from the existing surface water drainage serving West Barn. The design also accounts for the Lidsey catchment area and ensures any exceedance flows away from the existing foul drainage serving West Barn and the proposed foul serving the proposed building.

Having regard to the above, this proposal has taken account of flood risk, incorporates sustainable drainage systems, demonstrates adequate drainage capacity for foul and surface water discharge and appropriately considers the impact on the Lidsey Wastewater Treatment Works Catchment. It is therefore considered to accord with ALP policies W SP1, W DM1, W DM2 and W DM3, ANP policy EH5 and chapter 14 of the NPPF.

### **Planning Balance**

On the basis of the analysis set out in the above Statement, it is considered that the proposed development comprises sustainable development in the context of the policies set out within the NPPF and accords with the Development Plan and therefore planning should be granted.

### **Environmentally Sustainable**

The proposal is effectively making use of previously developed land. The proposal consists of a well-designed, high-quality building, which is entirely appropriate to its context in terms of form and materials. The design is sustainable incorporating the use of renewable energy. The building is of a scale that responds to the surrounding area, preserving the Conservation Area, setting of listed buildings and respects the amenity of neighbouring properties. Biodiversity enhancements are also provided onsite.

**Economically Sustainable**

The proposal will generate an economic benefit through the expansion of an existing onsite business and through job creation and supply chain activity.

**Socially Sustainable**

The use of the building through the display and training of vital equipment for oncology testing and freeze drying of vaccines allows for improved clinical decision making for patients, advancing care provision provided.

The proposed use is acceptable in principle in this location and the technical assessment work undertaken in support of the application confirms that there are no other material considerations which suggest any harm would outweigh the benefits of the proposed development. On this basis, and taking account the benefits arising from the scheme, it is respectfully considered that planning permission be granted.



- e) Access arrangements and parking facilities will be provided in accordance with the Councils adopted standards.
  - f) A sympathetic relationship to the surrounding areas that shows consideration of the landscape, habitat, built and historic environment contexts, the opportunities to deliver onsite habitats and protect key species.
  - g) A satisfactory relationship with neighbouring uses in order that the amenities of nearby residents, in particular, are protected; and
  - h) Where appropriate, crime prevention measures are incorporated.
- ❖ ENV DM4 - Protection of trees
  - ❖ ENV DM5 - Development and biodiversity
  - ❖ HER DM1 - Listed Buildings
  - ❖ HER DM3 - Conservation Areas
  - ❖ HER SP1 - The Historic Environment
  - ❖ QE DM1 - Noise Pollution
  - ❖ QE SP1 - Quality of the Environment
  - ❖ T SP1 - Transport and Development
  - ❖ W DM1 - Water supply and quality
  - ❖ W DM3 - Sustainable Urban Drainage Systems
  - ❖ W SP1 - Water

#### **Aldingbourne Neighbourhood Plan 2019-31**

- Policies considered relevant to our proposal are;
  - ❖ EH1 – Built up area boundary
  - ❖ EH5 – Surface water management
  - ❖ EH6 – Protection of tree and hedgerows
  - ❖ EH9 – Conservation Areas
  - ❖ EH12 – Protection of bat habitats
  - ❖ GA1 – Promoting sustainable movement
  - ❖ GA3 – Parking and new developments
  - ❖ EE1 – Supporting existing employment and retail
  - ❖ EE3 – Support for new commercial uses

#### **West Sussex Joint Minerals Local Plan (July 2018)**

- Policies considered relevant to our proposal are;
  - ❖ JWSM9 – Safeguarding Minerals

Other material considerations include the following SPD's;

- ❖ Arun Parking Standards 2020
- ❖ Arun District Design Guide (SPD) January 2021
- ❖ Conservation Areas

The following documents also form material considerations of relevance to this application;

- ❖ National Planning Policy Framework (NPPF)
- ❖ National Design Guidance
- ❖ Biodiversity Net Gain Planning Practice Guidance