

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr S Davis
FROM:	WSSC – Highways Authority
DATE:	24 July 2026
LOCATION:	Land At Freeman Close Walberton BN18 0AE
SUBJECT:	WA/46/26/PL Change of use of and conversion of existing buildings and land to form 25 no. dwellings (within existing footprints) with associated hard and soft landscaping, parking, car ports, play areas, and works. This application is a Departure from the Development Plan, also lies within the parish of Barnham and is in CIL Zone 3 and is CIL Liable as new dwellings.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

WSSC as the County Highway Authority (CHA) has considered the above proposal. Freemans Close located off Eastergate Lane is a private road leading to a residential care facility. This has been vacant since 2025, and the applicants wish to change the use of the buildings from C2 residential care to C3 residential dwellings. **No Objection is raised.**

Proposal

The development will provide 25 residential dwellings comprising of :-

- 3 × 1-bed dwellings
- 8 × 2-bed dwellings
- 11 × 3-bed dwellings
- 3 × 4-bed dwellings

A total of 70 car parking spaces, including: 16 carports, 8 visitor spaces and 3 disabled parking spaces are included in the developments parking strategy.

Access

Vehicular access will be taken from the existing priority junction at Freeman Close, onto Eastergate Lane, with no alteration to the point of access. Visibility is good in both directions onto Eastergate Lane, a two-way single carriageway road, subject to a 40mph speed limit.

The carriageway width is sufficient to accommodate two-way traffic flows, and there are no existing on-street parking restrictions.

Speed Surveys

Speed surveys were undertaken and 85th percentile speeds of 34.7mph eastbound and 34.9mph westbound have been recorded. Therefore, WSSC would expect to see visibility splays of 2.4m x 53m in both directions. As shown in access and visibility drawing NJC-001.

Trips

The TRICS database has been used to provide evidence of the likely trip increase from the change of use. The data provided shows that the daily trip rate for a residential care facility would be in the region of 77 two-way trips daily, with 5 two way trips accounting for the busiest AM and PM peak period.

This has been compared with the trip rates for 25 residential dwellings and whilst it is higher at 124 daily trips with 14 in the AM peak and 12 in the PM peak this would still only equate to 1 vehicle movement every 4-5 minutes which is not considered to be a significant increase.

Therefore, WSCC are not concerned that there would be any highway safety or capacity issues relating to the proposed change of use.

Internal Layout & Swept Paths

SPA has been shown for a refuse vehicle. This can enter turn and exit in forward gear. As shown on the access and tracking drawing NJC-003. It is noticed the surfacing changes at the turning head. This may give the impression that this is a shared surface area, but generally block paving is used for low turning vehicle movement areas.

WSCC would advise the main spine and tuning heads at the end of the road would lend themselves to tarmac, and the roads leading off the spine are more suited to block paving as they are serving less dwellings.

The site provides a footway on the right hand of the development all the way to the access. As Eastergate Lane doesn't have any footways there are none to link into, however the footway would allow pedestrians or cyclist to use the footway up to this point where it meets the carriageway.

A dropped kerb without tactile paving, as it does not cross over to anything should be provided here. There is also a footpath that intersects with the footway providing access to the open grass area at the front of the development.

WSCC note that parts of the internal layout have not considered the impact on people with mobility or visual issues which may cause problems if they were to try to walk within the site.

Internally the footway could wrap around the turning area dropping a pedestrian into the shared surface block paved roads either side. However, whilst this would provide a pedestrian with limited eyesight or mobility issues a safer and clearer experience It is also noticed that access to the other outdoor play area is directly opposite this footway so there is a natural desire line, to cross here to reach the play space.

These are advisory comments as WSCC would not be adopting these internal roads.

Car Parking

70 spaces are provided including 16 single and double car ports, 43 allocated spaces, and 8 visitor spaces including 3 disabled spaces. This has been considered against the Arun SPD and reflects the mixed dwelling size and suburban location of the site. EVC points will be provided for each dwelling.

Summary

Whilst Freemans Close is in a semi-rural location, the site has been in use for residential care and the impact the change from care to dwelling houses will not see a significant increase in trips.

Alison Meeus

West Sussex County Council – Planning Services

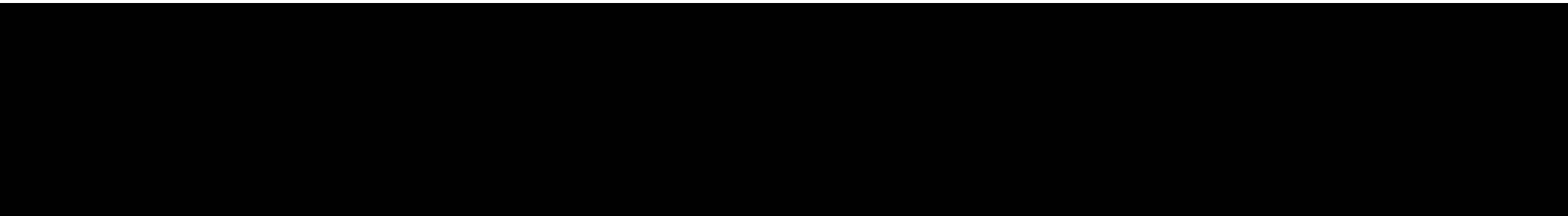
CONSTRUCTION

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.



PL- Consultation- WSCC Highways response



Arun District Council, Civic Centre, Maltravers Rd
Littlehampton, West Sussex, BN17 5LF
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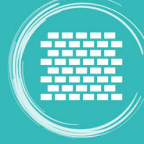
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Delivering the right homes in the right places



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Regards

Alison Meeus

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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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