

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: K Welch
FROM:	WSSC – Highways Authority
DATE:	11 September 2026
LOCATION:	North Choller Farm House Barnham Lane Arundel BN18 0AX
SUBJECT:	WA/76/26/PL Demolition of existing modern agricultural buildings and water tank. Conversion, extension and alteration of traditional vernacular agricultural buildings to create 3 No. new dwellings and construction of 3 No. new dwellings and associated outbuildings to form a total of 6 No. dwellings. Repair and re-pointing of existing flint walls, landscaping, SuDs ponds and parking provision. This application may affect the setting of a listed building and is a Departure from the Development Plan. 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 application above for the conversion and extension of 3 existing agricultural dwellings, and the creations of 3 new dwellings, creating a total of 6 residential dwellings with associated car parking and cycle storage.

Access

The site was previously assessed as a Prior approval application and the access proposals are no different as such WSSC advise the following.

The site is located at the end of a private access track, approximately 260m long and 3.7m in width. The track provides a very straight line of sight from Barnham Lane a 'C' classified 40mph rural road which forms part of the public highway network. The access to the lane is located on the outside of a bend which provides good visibility and is also traversed by a shared use cycle path that runs from Walberton to Barnham.

WSSC would advise that vegetation here is kept to under 0.6m to ensure cyclists/pedestrians can be seen and they can see vehicles using the lane. We would also advise given the length and width of the track that passing places should be provided at intervals which allow for inter-visibility, as the access is used by the residents of Choller Farm and the farm vehicles still operating at the farm.

As this is a private track, these comments are advisory.

Trips

In terms of any intensification of use, given the site will provide 6 dwellings the likely trips generated from the development will be more consistent than that of its previous use as agricultural buildings. As such it is estimated that 6 dwellings would create a general trip rate of 5 two-way vehicle trips a day which would equate to 30 daily trips with 10% being in the AM/PM peak equating to 3 two-way trips.

This is not considered to cause any highway safety or material capacity impacts.

Car / Cycle Parking & EVC

The applicant provides information to show there will be dedicated bike and bin stores. Parking will be provided for each dwelling, with access from the main access driveway. 3 spaces per dwelling are proposed and this would fall in line with Arun District Councils SPD.

This development is in parking behaviour zone 1, and recommends that 2,3, & 4 bed properties should have 2 parking spaces per dwelling, and over this there should be 3 spaces provided.

Construction Management Plan

Given the access is privately owned WSCC offer this information in an advisory capacity. Prior to any commencement of development, any construction related traffic visiting the site need to be able to enter, turn and exit in forward gear. Plans initially indicate this would be ok.

Construction traffic

HGV's are expected to mainly coming from the A27, as the closest Arterial Road. The suggested route for these vehicles uses Barnham Lane to the North, to Tye Lane, as the shortest route to and from the A27. Using this route avoids sharp turnings, narrow roads and main residential areas as much as is possible and having considered all other routes is the safest, shortest and most practicable route.

- Routing of HGVS to come from the A27, Tye Lane, The Street and Barnham Lane. WSCC agree this is the shortest route.
- All suppliers will be provided with the approved route plan before deliveries are made. The approved route will be included within purchase orders, delivery instructions and site induction information.
- Avoidance of school drop off and pick up times, as Walberton Primary School is located on The Street.
- Clear signage will be provided at the site entrance to reduce any chance of HGV's missing the site and having to turn around.
- provision of wheel washing facilities (details of their operation and location) are provided
- Other works required to mitigate the impact of construction upon the public highway, including the provision of Temporary Traffic Regulations Orders.
- Details of areas for the unloading, loading, parking and turning of vehicles on site.
- Details of areas to be used for the storage of plant and materials associated with the development.
- Details of street sweeping.
- Banksman control for larger deliveries or abnormal vehicle movements.
- Avoidance of delivery vehicle queuing on the public highway.
- Immediate clean-up of any mud or debris deposited on the highway.
- Materials will be stored in designated areas only.

Summary

In conclusion, based on the information presented and viewed against paragraphs 115 and 116 of the National Planning Policy Framework, WSCC Highways are satisfied that this proposal would not result in any severe or otherwise unacceptable highway safety impacts. As such, no objection would be raised.

Alison Meeus
West Sussex County Council – Planning Services

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To: Planning.Responses <Planning.Responses@arun.gov.uk>

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Regards

Alison Meeus

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