

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Rachel Richardson
FROM:	Highways, WSCC
DATE:	12/12/2024
LOCATION:	Twineham Court Farm, Bob Lane, Twineham, RH17 5NH
SUBJECT:	DM/24/2874 Proposed removal of the modern disused and redundant agricultural buildings and creation of an events venue through the erection of an events barn and open barn. Proposed use of redundant Grade II Listed farmhouse and Curtilage Listed Building to provide ancillary accommodation to serve the events venue. Proposed erection of estate barn to assist with operation of events venue and retained agricultural land. Creation of new vehicular access onto Bob Lane and provision of driveway and parking area, plus ancillary infrastructure including surface and foul water drainage strategy. Provision of ecological enhancements and hard and soft landscaping.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	N/A

Summary and Context

This application seeks the removal of redundant agricultural buildings and erection of an events barn and open barn for creation of a event venue, with associated works. The site is located on Bob Lane, an unclassified road subject to national speed limit in this location.

The application proposals are supported by a Transport Statement (TS) prepared by GTA Civils & Transport. Following a review of the submitted application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access and Visibility

A new vehicular access point is proposed on Bob Lane to facilitate access to the proposed parking area. The proposed internal access road will be 4.1m, which is of suitable width to allow two cars to pass one another. The proposed access works will be subject to a separate consent obtained from WSCC, and constructed to a specification agreed with a WSCC Engineer.

The TS includes seven day ATC data to support the access proposals. The data found 85th percentile speeds to be 24 mph eastbound and 23 mph westbound. Using Manual for Streets (MfS) stopping sight distance parameters, speeds of 24 mph would dictate a visibility splay length of 32m, and this has been demonstrated in both directions for the proposed access point.

Stage 1 Road Safety Audit

A Stage 1 Road Safety Audit (RSA) has been undertaken in accordance with GG119 to assess the proposed access point, and is included within the submitted TS. The RSA

identified one problem, with visibility for vehicles exiting the venue may be restricted due to existing trees and vegetation, increasing the risk of failure to give way. The RSA advised a recommendation that appropriate visibility splays are provided and are consistent with likely vehicle speeds.

The LHA accepts the Designer's Response, this being that suitable visibility splays are implemented and kept clear of any obstructions. The demonstrated visibility splays of 32m in both directions is considered suitable to satisfy the identified problem, and no concerns would be raised by the LHA.

Capacity

The proposed venue will have capacity for 200 guests and 15 members of staff. The LHA accept that uses such as the one proposed will typically generate trips outside of network peak times, with guests likely arriving together in cars or by taxi.

The TS includes trip rate data from a similar site, which suggests that the proposals would be expected to generate a peak of approximately 32 arrivals per hour and 22 departures per hour, with the remaining trips spread out throughout the day. The data also suggests that a venue of 200 attendees would generate a peak parking accumulation of 63 cars.

Taking the above into consideration, the LHA does not anticipate that the expected movements generated by the proposals would give to a safety or capacity concern on the local highway network.

Parking and Turning

The proposed parking area will provide 53 car parking spaces, with an additional 25 car parking spaces located elsewhere within the site. Considering the above point regarding anticipated peak parking accumulation, the LHA are satisfied that the proposed parking provision would be sufficient for the proposed use. On-site turning appears achievable, allowing cars to exit in a forward gear.

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 115), and that there are no transport grounds to resist the proposal.

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

Conditions

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

Visibility (details approved)

No part of the development shall be first occupied until visibility splays of 2.4 metres by 32 metres have been provided at the proposed site vehicular access onto Bob Lane in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Informative

Works within the Highway – Area Office Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact the Area Highway Manager (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Kyran Schneider

West Sussex County Council – Planning Services