

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Rachel Richardson
FROM:	Highways, WSCC
DATE:	12/08/2025
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. Amended drawings received on 21.07.2025.
DATE OF SITE VISIT:	12/08/2025
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	N/A

WSCC in its role as Local Highway Authority (LHA) has been reconsulted by the Local Planning Authority (LPA), following the applicant's submission of amended plans. The LHA previously provided comment on this application, dated 12/12/2024, raising no highway safety or capacity concerns. The amended plans have been assessed alongside the applicant's submitted Transport Statement, prepared by GTA Civils & Transport.

In addition to providing comment on the amended plans, the LHA has also undertaken a site visit during the morning of 12/08/2025 between 11:00 – 11:30, the purpose being to assess the existing access point and surrounding roads that connect to the application site, and observe typical highway conditions in this location.

The revised plans now propose to utilise the existing vehicle access point on Bob Lane. WSCC mapping indicates that the required visibility splays of 32m (using the ascertained 85th percentile speeds) are achievable in both directions at the existing access point. Having visited the site, it is clear that splays in excess of 32m are achievable, although it was observed that existing vegetation to the east of the existing access should be maintained in order for visibility to remain unobstructed.

For the purposes of the site visit, I travelled the length of Bob Lane in both directions to gauge the suitability of the carriageway for such a use. Bob Lane was observed to be very lightly trafficked and generally low speed. In addition, there are intermittent passing places along the length of Bob Lane, and forward visibility was suitable to anticipate an approaching vehicle. As such, I did not encounter any issues in this regard. I am satisfied that the

anticipated vehicle movements can be accommodated into the local highway network without adverse impact.

I have reviewed collision data provided to WSCC by Sussex Police from a period of the last five years, which reveals no recorded collisions attributed to road layout along the length of Bob Lane. Therefore, there is no evidence to suggest the existing access or highway has been operating unsafely, or that the proposals would exacerbate an existing safety concern.

In regards to parking, the proposed car parking provision has been relocated further into the site, utilising the existing access track from Bob Lane. The proposed amount of car parking is the same as the previous proposals at 78 car parking spaces. The proposed parking layout appears acceptable, with on-site turning being achievable.

The LHA's comments provided previously (dated 12/12/2024) relating to trip generation can be applied to the current set of plans. I would request that details pertaining to construction management be secured by condition.

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

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

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

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.

Kyran Schneider
West Sussex County Council – Planning Services