

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Mid Sussex District Council FAO: Rachel Richardson
<b>FROM:</b>	WSCC – Highways Authority
<b>DATE:</b>	14 November 2025
<b>LOCATION:</b>	42 Hurst Road Hassocks West Sussex BN6 9NL
<b>SUBJECT:</b>	DM/25/2626 Subdivision of the existing residential plot to create 2no residential dwellings, alongside retention of existing dwelling.
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	Advice

**This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.**

This proposal is for the subdivision of the existing residential plot to create 2no residential dwellings, alongside retention of existing dwelling. The site is located on Hurst Road, a B-classified road subject to a speed restriction of 30 mph.

The current dwelling has two existing vehicular access points onto Hurst Road. The applicant proposes to retain the existing access point to the east of the site for the existing dwelling. There are no apparent visibility concerns with this existing access point. The proposed development is not anticipated to give rise to a material intensification of use of the existing access point.

The existing access point to the west will be closed off and a new vehicular access on to Hurst Road will be created to serve the proposed dwelling. The proposed access works will be subject to a licence obtained through the local Highway Area Office and must be constructed to a specification agreed with the local Highway Area Engineer.

In addition to the above, there appears to be a telegraph pole located within the maintained highway boundary fronting the site. The telegraph pole would need to be situated at least 1m from the top of the ramped kerb of the proposed crossover, or must be relocated at the expense of the applicant. It is the responsibility of the applicant to liaise with the necessary parties to organise any relocation works.

The applicant proposes seven car parking spaces for this development, between the three dwellings. The WSCC Car Parking Demand Calculator indicates that a development of this size and location would require three car parking spaces per dwelling. It appears that each proposed driveway has sufficient space to accommodate a third parking space and still retain a turn on site.

The site is situated in a sustainable location within walking/cycle distance of local services and amenities. Cycling is a viable option in the area. The site is also well connected by public transport, with regular buses available from Hurst Road. Hassocks Train Station is situated approximately 1km east of the site. The applicant has demonstrated an external cycle storage area for each dwelling, which will provide secure cycle parking provision. The LHA would prefer that these areas be covered to keep bicycles dry.

Conclusion

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 informative and 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

Cycle parking No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Informative

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted because the highway license process considers wider factors than are considered by the Highway Authority at planning stage. Additional information about the licence application process can be found at the following web page: <http://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways-licence/>

**Nicola Elliott**

**West Sussex County Council – Planning Services**