

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Rachel Richardson
FROM:	WSCC – Highways Authority
DATE:	10 October 2025
LOCATION:	Land To The Rear Of 2 Keymer Road Hassocks West Sussex BN6 8HA
SUBJECT:	DM/25/2253 Erection of a dwelling within the rear garden of 2 Keymer Road.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

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

This application is for the erection of a dwelling in the rear garden of 2 Keymer Road. The site is located on Keymer Road, a B-classified road subject to a speed limit of 30mph.

The LHA provided comments on an application at this site for a single storey, 1-bedrrom dwelling under ref: DM/23/3181. No highways safety or capacity concerns were raised. The application was approved by the LPA.

The current application increases the proposed dwelling size to a two-storey 2-bedroom dwelling. This application has been supported by a Technical Note (TN) by Paul Basham Associates.

The provided plans indicate that the existing garage will be demolished and the existing parking area will be increased in depth, to provide a total of four parking spaces on site – two spaces each for the host and proposed dwelling. The WSCC Parking demand calculator expects that a minimum of 5 parking spaces would be required in total for the two dwellings – 2 spaces for the proposed and 3 for the existing. The proposal may result in a shortfall of parking for the existing dwelling. Comprehensive parking restrictions prohibit vehicles from parking on-street in places that would be detriment to highway safety. We would not consider that highway safety would be detrimentally affected through the proposed car parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking from an amenity point of view.

The provided TN, along with inspection of local mapping, indicates that the existing dropped kerb will require widening in order to provide safe and lawful access to all parking spaces. This can be dealt with via condition; however, the LPA may wish to resolve matters of access at the planning stage. Any access works would be subject to a licence from the WSCC Area Engineer and must be constructed to a specification agreed with them. A condition and informative are included below.

The TN demonstrates swept path tracking of vehicles entering and exiting the proposed parking spaces. Whilst a turn on site would be preferred, there is clearly insufficient space to accommodate this on site. The LHA is satisfied with the proposed arrangements.

The site is sustainably located within walking distance of the centre of Hassocks and Hassocks train station. Secure and covered cycle storage should be provided for the

proposed dwelling to encourage sustainable transport methods and reduce the reliance upon the private car.

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 conditions and informative should be applied:

Access (details required, access provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety

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:

<https://www.westsussex.gov.uk/roads-and-travel/highway-network-permits-and-licences/highway-licences/west-sussex-county-council-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways/>

Nicola Elliott

West Sussex County Council – Planning Services