

<b>Project Name:</b>	2 Keymer Road, Hassocks
<b>Document Reference:</b>	020.0906/TN/1
<b>Document Name:</b>	Technical Note
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<b>Approved By:</b>	Caitlin Turley (November, 2023)

Revision Record				
Rev	Date	By	Summary of Changes	Aprvd

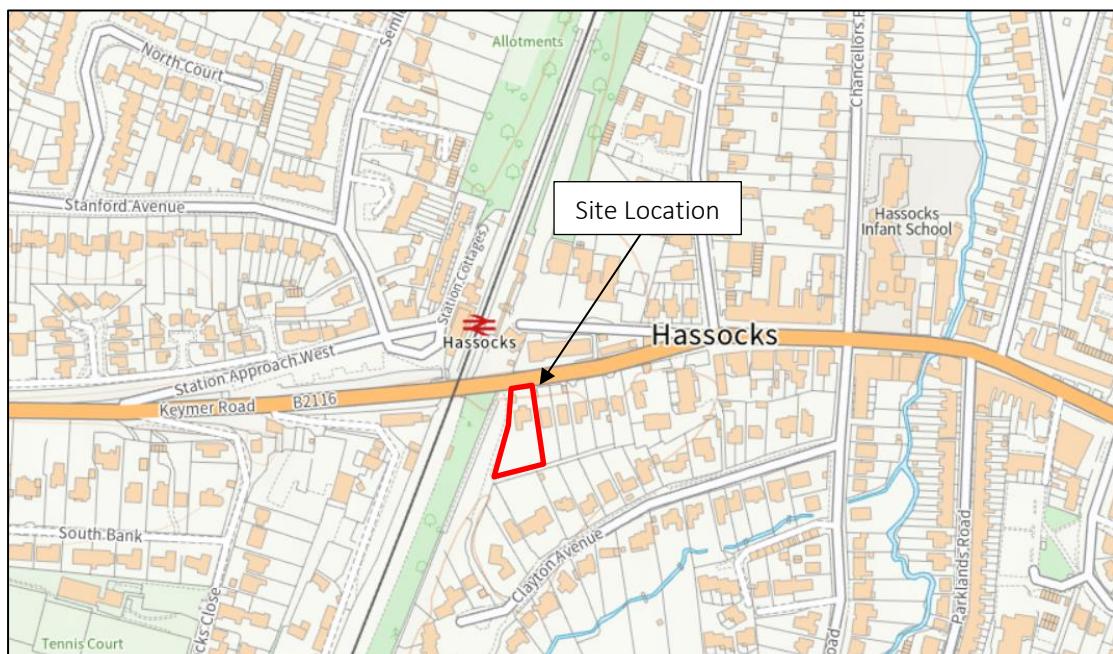
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## 1. INTRODUCTION

1.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of a private client to support a residential development of a single 1-bedroom dwelling. The site location is shown below in **Figure 1** and proposed site layout plan is found in **Appendix A**. West Sussex County Council are the highway authority, whilst Mid Sussex are the planning authority for the area.



**Figure 1:** Site Location

## 2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

2.1 The site is located in Hassocks Village Centre approximately 60m south of Hassocks station. The site is bound to the north by Keymer Road, to the east and south by residential development and to the west is a small area of woodland and a railway.

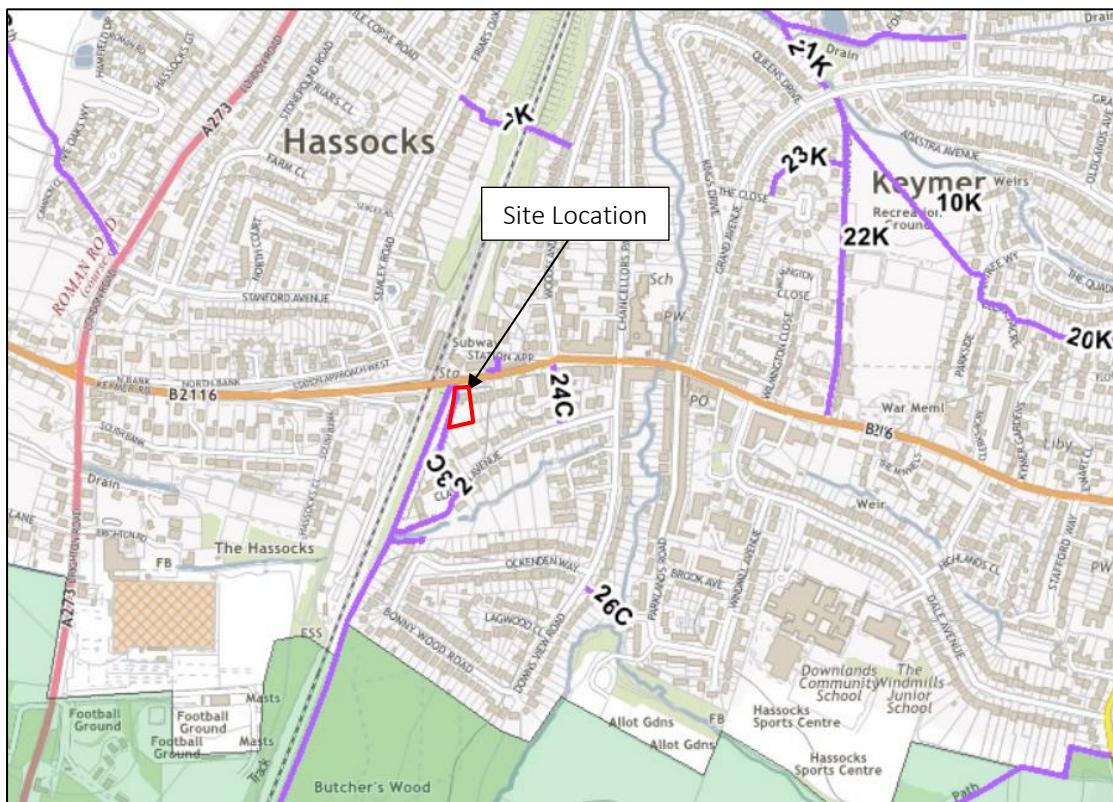
2.2 The site is currently occupied by a 4-bedroom dwelling and garage at the north of the site with the proposed development located at the south of the site.

### Local Road Network

2.3 The site is accessed via Keymer Road which facilitates travel east/west. The road has a speed limit of 30mph and is flanked by footways on both sides. On-street cycle lanes are also present on both sides of Keymer Road for short distance under the railway bridge, which is located directly to the west of the site. After this, cycle markings are present to indicate the road is recommended for cycling. Keymer Road has a parking restriction of no stopping between 8am and 6pm from Monday to Saturday except for buses.

### Pedestrian and Cycle Network

2.4 There are a number of Public Rights of Way (PRoW) in the vicinity of the site which bolster the existing pedestrian infrastructure as part of the local road network to provide easy and sustainable access to local amenities and facilities. A map of the local PRoW routes is shown in **Figure 2**.



**Figure 2:** Public Rights of Way (PRoW) in the vicinity of the site

2.5 Whilst there are no National Cycle Routes in the vicinity of the site, the site can still be considered viable for cycle travel thanks to Keymer Road having cycle markings on both sides of the highway and facilitating travel to most amenities and facilities in Hassocks.

2.6 The site is also located within Hassocks Village Centre and so there are a wide variety of amenities and facilities within walking distance such as a Sainsburys Local, Hassocks Infant School, Mid Sussex Health Care, Hassocks Station and various restaurants/pubs the majority of which can be reached within a 3 minute walk.

#### Bus Network

2.7 The closest bus stops to the site are the Railway Bridge bus stops c.14m (westbound) and 97m (eastbound) west of the site. Both the eastbound and westbound stops feature a flagpole with a timetable. Services available from these stops are included in **Table 1**.

Service	Operator	Route	Frequency		
			Mon-Fri	Saturday	Sunday
33	Compass Travel	Hurstpierpoint – Hassocks – Burgess Hill – Haywards Heath	Every Hour 06:56 – 17:54	Every Hour 08:02 – 16:02	No Service
33A (school service)	Compass Travel	Hurstpierpoint – Hassocks – Burgess Hill – Haywards Heath	Once a day at 16:23	No Service	No Service
331 (school service)	Compass Travel	Hurstpierpoint – Hassocks – Burgess Hill – Haywards Heath	Once a day at 08:19	No Service	No Service
168 Village Rider	Compass Travel	Burgess Hill – Ditchling – Plumpton Circular	Once a day at 16:45	No Service	No Service

**Table 1: Bus Services**

2.8 As seen in **Table 1**, the 33 service is the most frequent with the 33A and 331 operating as school services and the 168 Village Rider operating infrequently. However, the 33 service operates every hour from 06:56 – 17:54 allowing for travel throughout the day into Hassocks and the surrounding area. Therefore, the site has a good level of accessibility by bus.

### Rail Network

2.9 The closest station to the site is Hassocks Station (HSK) accessible via a 4 minute walk, which can be shortened to less than 1 minute by using a set of stairs to climb up the slope between Station Approach and Keymer Road. Alternatively, the station can be reached within a 1 minute cycle. The station is operated by Southern Rail and operates services to Brighton (11 minutes), Littlehampton (48 minutes), London Victoria (56 minutes) and Bedford (2 hours 14 minutes).

2.10 The station is a Category A step-free access station with step-free access to all platforms. The station also has a ticket office and ticket machines, Wi-Fi, waiting rooms, toilets, car parking and 154 cycle storage spaces in the form of CCTV monitored stands.

### Personal Injury Accident Data

2.11 In order to assess the safety of the local highway network Personal Injury Accident (PIA) Data has been collected from Crashmap for the latest available 5-year period (2018 – 2022). The scope of the PIA Data is shown below in **Figure 3**.

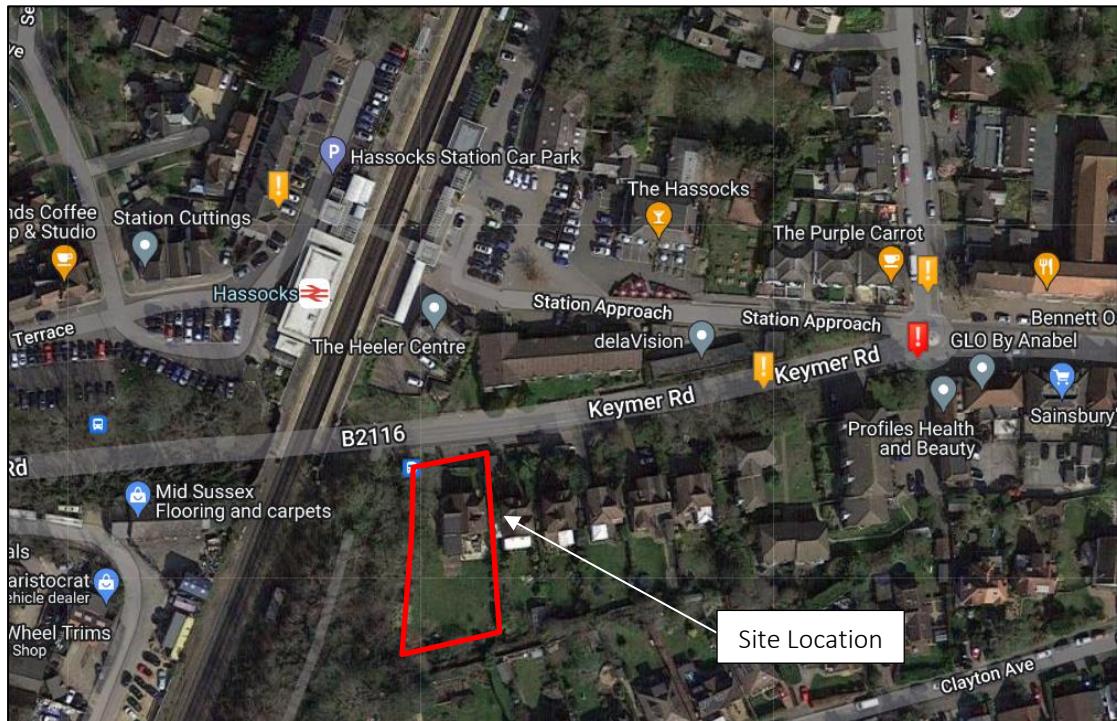


Figure 3: PIA Data

2.12 As seen in **Figure 3** there have been 1 serious and 3 slight incidents in the vicinity of the site in the latest available 5-year period. 1 of the slight incidents occurred on Keymer Road in 2020 with the sole serious incident occurring on the Keymer Road roundabout in 2020. Another slight incident occurred just north of the Keymer Road roundabout along Woodlands Road in 2021 with the final serious incident occurring in the Hassocks Station car park in 2018.

2.13 Whilst any incident is regrettable, 4 incidents over a 5-year period is not considered indicative of a dangerous highway network. In addition, the proposed development is for a 1-bedroom dwelling and so it is not anticipated that the development will add many vehicles on to the highway. Therefore, it is not considered that there is an existing highway safety issue and that the proposed development it is not anticipated to increase accidents on the local road network.

### Summary

2.14 In conclusion, the site is located in an accessible location with a variety of sustainable travel modes available to facilitate travel to the local amenities and facilities in Hassocks. In addition, the close proximity of the bus stop and train station facilitate travel to and from destinations further afield. A variety of facilities and amenities are located within a short walk or cycle of the site.

### 3. PROPOSED DEVELOPMENT

3.1 The proposed development is for a single bedroom dwelling with parking proposed to be shared with the existing 4-bedroom dwelling at the site.

#### Access Proposals

3.2 The proposal includes alterations to the existing parking arrangements. The retaining wall at the front of the site will be moved south in order to allow for the proposed parking spaces to be at least 4.8m in length in accordance with West Sussex County Council (WSCC) standards. The existing garage will be removed. An illustration of this proposal is available in **Appendix B**.

3.3 In addition to this, we anticipate that the highway authority will require the existing full height kerbs to be dropped to allow for vehicles to access the proposed parking arrangements and can be conditioned to be delivered post planning through West Sussex's dropped kerb license process. Tracking of vehicles entering and exiting the parking spaces is available in **Appendices C and D**.

#### Car Parking

3.4 As the parking arrangements are due to be shared with the existing 4 bedroom dwelling on site and changed from how they are in their existing form. The proposed parking will take both the existing development and the proposed development into consideration. According to WSCC parking standards, the parking area needs to provide 4 spaces. The proposed parking arrangements offer 4 parking spaces and therefore it meets the current standards.

3.5 Notwithstanding the above, it should be noted that there is a wide range of parking available near to the site with Hassocks Station and a provision of restricted on street parking on Downs View Road c.220m east of the site for 2 hours between 8am and 6pm from Monday – Saturday for any visitors to the site. It should be noted that a season ticket can be purchased for parking at Hassocks Station for users wishing to use the car park often.

#### Cycle Parking

3.6 WSCC parking standards require 1 cycle parking space as part of the proposed development which is included within the curtilage of each dwelling.

#### 4. HIGHWAY IMPACT

4.1 In order to assess the highway impact of the additional residential unit on the local highway network, data has been obtained from the TRICS version 7.10.3 database with the following parameters:

- Sites in England (excluding Greater London)
- Trip Parameter Range: 8 – 19 units
- Survey date range: 01/01/15 – 06/06/22
- Number of weekdays: 6
- No weekend dates selected
- 4 surveys removed from selection due to being taken during Covid-19

4.2 The associated trip rate along with trip generation is illustrated below in **Table 2** with full outputs in **Appendix E**.

	AM Peak (0800-0900)	PM Peak (1700-1800)	Daily (12 hours)
Trip Rate	0.418	0.463	4.013
Trip Generation (1 dwelling)	1	1	4

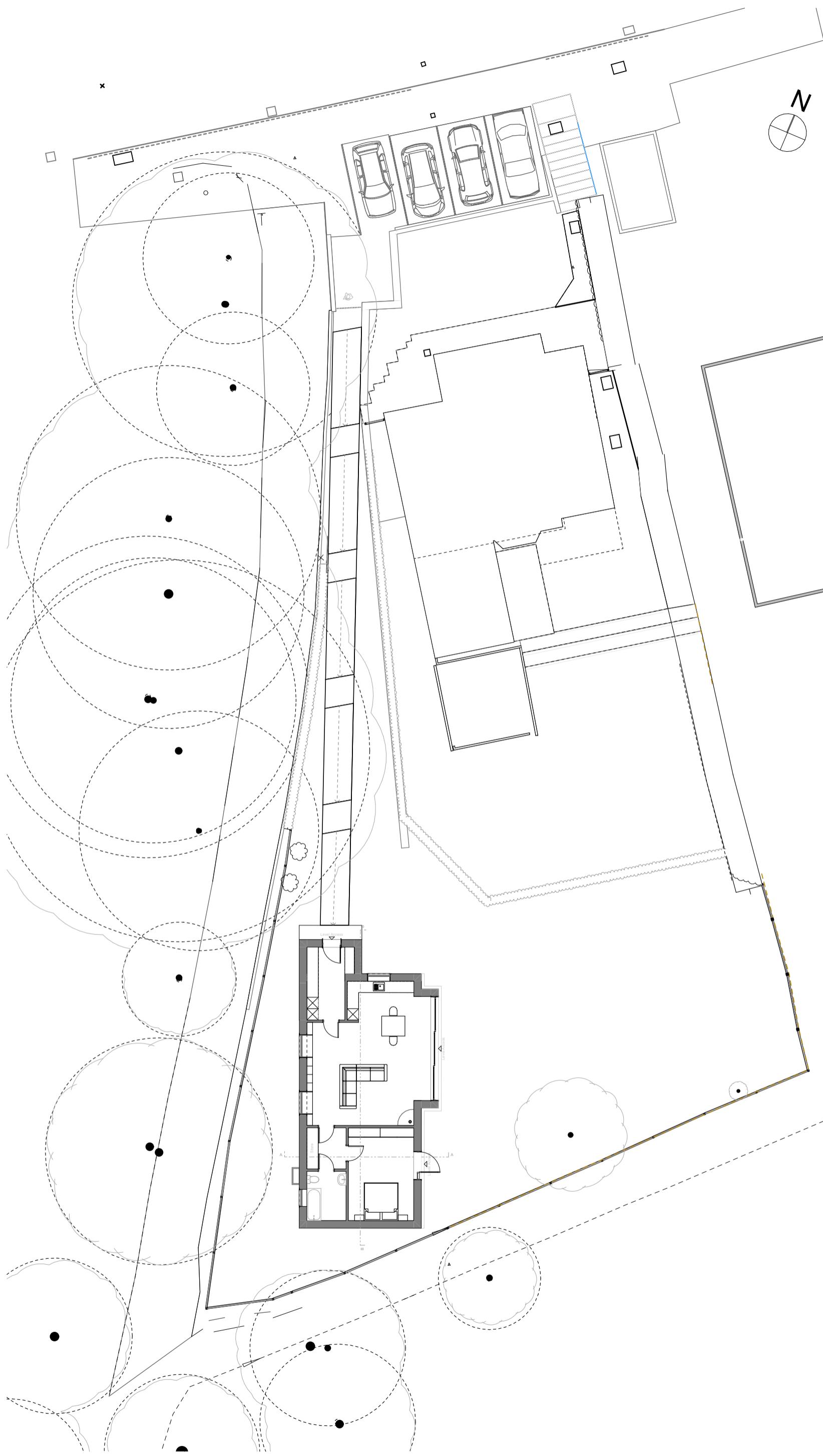
**Table 2:** Proposed Development Trip Generation

4.3 As seen in **Table 2**, the proposed development is not expected to generate many trips with only 4 trips expected over a 12-hour period. Therefore, the minor increase in trips associated with the proposed development is negligible on the local highway network.

## 5. SUMMARY AND CONCLUSIONS

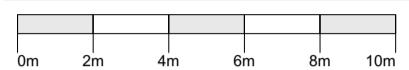
- 5.1 This TN has been prepared by Paul Basham Associates on behalf of a private client to support a residential development of a single 1-bedroom dwelling. The site is currently occupied by a 4-bedroom dwelling and garage at the north of the site with the proposed development located at the south of the site.
- 5.2 The site is located in an accessible location with a variety of sustainable travel modes available to facilitate travel to the local amenities and facilities in Hassocks. In addition, the close proximity of the bus stop and train station facilitate travel to and from destinations further afield.
- 5.3 A review of PIA data in the latest available 5 year period (2018-2022) indicates that there have been 3 slight and 1 serious accident in the vicinity of the site. Whilst any incident is regrettable, it is not considered that these incidents represent a safety concern for the local highway network.
- 5.4 The development proposals include a 1 bedroom dwelling and adjustments to the current parking area for the existing dwelling to accommodate 4 vehicles with parking spaces at WSCC standards.
- 5.5 In order to assess the highway impact of the proposed development on the local highway network, data has been obtained from the TRICS version 7.10.3 database which indicates that the development is anticipated to produce 4 vehicle trips over a 12 hour period. Therefore, the development will not have a significant impact on the local highway network.
- 5.6 This TN has demonstrated that the site location is sustainable, and the existing access and parking arrangements are suitable for the level of development. Therefore, we ask WSCC to look favourably upon this development in terms of highways.

## Appendix A



**Notes**  
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Drawing to be printed A3



Scale 1-200

Site Plan 1-200

**CONCEPT DESIGN**

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 West Sussex RH16 4DZ  
 Client: Michelle Coe  
 Address: 2 Keymer Road  
 Hassocks BN6 8QH  
 Description: Proposed Site plan  
 Scale: 1:200 Date: 16/11/2023  
 Drawn: BI Checked: JS  
 Drawing No: 775 / 302

## Appendix B

## EXISTING

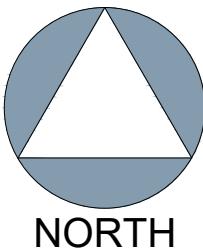
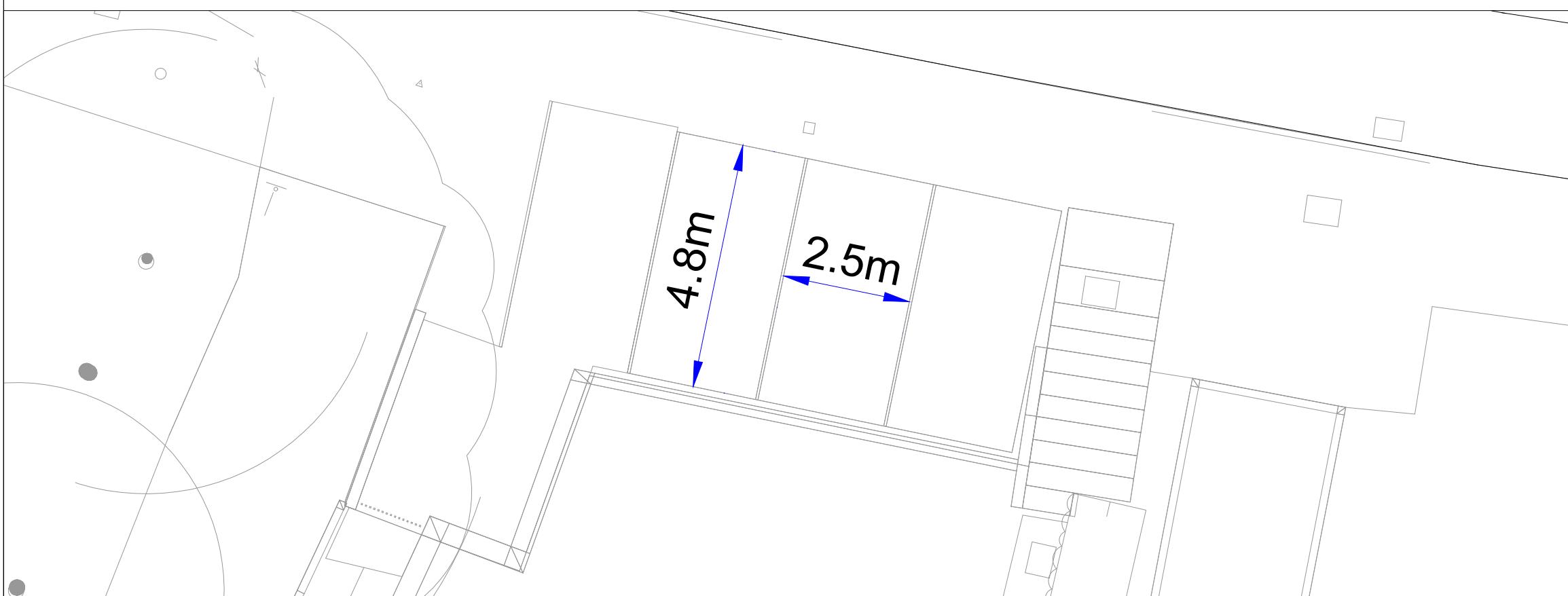


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Rev	Description		Date	By	App'd
Date Created		Drawn By	Approved By		Suitability Code
23.11.23		OSC	TAF		-
PBA Project Number		Scale			
020.0906		1:100	(AT A3)		
PBA Drawing No:				Revision	
020.0906-0001				P01	

Project Name  
2 KEYMER ROAD, HASOCKS

Title  
EXISTING AND PROPOSED  
PARKING ARRANGEMENTS  
(METRES)

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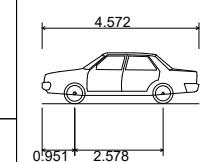
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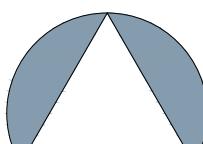
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#### VEHICLE PROFILE



Skoda Octavia  
Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Max Track Width  
Lock to lock time  
Kerb to Kerb Turning Radius

4.572m  
1.769m  
1.488m  
0.249m  
1.713m  
4.00s  
5.100m



NORTH

## PRELIMINARY

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23.11.23	OSC	TAF	-	
PBA Project Number	Scale			
020.0906	1:250			(AT A3)
PBA Drawing No:	020.0906-0002	Revision	P01	

Project Name  
2 KEYMER ROAD, HASOCKS

Title  
SWEPT PATH  
ANALYSIS - ACCESS

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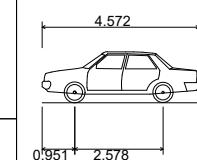
## Appendix D

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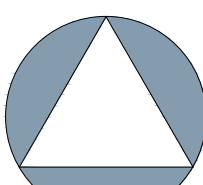
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NORTH

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23.11.23	OSC	TAF	-	
PBA Project Number	Scale			
020.0906	1:250		(AT A3)	
PBA Drawing No:	020.0906-0003			Revision
				P01

Project Name  
2 KEYMER ROAD, HASOCKS

Title  
SWEPT PATH  
ANALYSIS - EGRESS

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PRELIMINARY

## Appendix E

Calculation Reference: AUDIT-247601-231121-1131

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : A - HOUSES PRIVATELY OWNED  
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	MW	MEDWAY	2 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	SF	SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

**Primary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 8 to 19 (units: )  
 Range Selected by User: 1 to 20 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

**Public Transport Provision:**

Selection by: Include all surveys

Date Range: 01/01/15 to 06/06/22

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

**Selected survey days:**

Monday	1 days
Wednesday	4 days
Friday	1 days

*This data displays the number of selected surveys by day of the week.*

**Selected survey types:**

Manual count	5 days
Directional ATC Count	1 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.*

**Selected Locations:**

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

**Selected Location Sub Categories:**

Residential Zone	5
Village	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

**Inclusion of Servicing Vehicles Counts:**

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	8 days - Selected

**Secondary Filtering selection:**

**Use Class:**  
 C3 6 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

**Population within 500m Range:**

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	MW-03-A-01	DETACHED & SEMI -DETACHED	MEDWAY
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	<i>Survey date: FRIDAY</i>	<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
2	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	<i>Survey date: MONDAY</i>	<i>06/06/22</i>	<i>Survey Type: MANUAL</i>
3	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	10	
	<i>Survey date: WEDNESDAY</i>	<i>16/09/15</i>	<i>Survey Type: MANUAL</i>
4	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	<i>Survey date: WEDNESDAY</i>	<i>12/09/18</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
5	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	<i>Survey date: WEDNESDAY</i>	<i>10/05/17</i>	<i>Survey Type: MANUAL</i>
6	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	18	
	<i>Survey date: WEDNESDAY</i>	<i>09/09/15</i>	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BY-03-A-01	Taken during Covid-19
ES-03-A-06	Taken during Covid-19
HF-03-A-04	Taken during Covid-19
KC-03-A-09	Taken during Covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**TOTAL VEHICLES**

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	14	0.085	6	14	0.195	6	14	0.280
08:00 - 09:00	6	14	0.183	6	14	0.280	6	14	0.463
09:00 - 10:00	6	14	0.085	6	14	0.159	6	14	0.244
10:00 - 11:00	6	14	0.183	6	14	0.171	6	14	0.354
11:00 - 12:00	6	14	0.098	6	14	0.122	6	14	0.220
12:00 - 13:00	6	14	0.195	6	14	0.232	6	14	0.427
13:00 - 14:00	6	14	0.183	6	14	0.159	6	14	0.342
14:00 - 15:00	6	14	0.122	6	14	0.122	6	14	0.244
15:00 - 16:00	6	14	0.171	6	14	0.183	6	14	0.354
16:00 - 17:00	6	14	0.159	6	14	0.134	6	14	0.293
17:00 - 18:00	6	14	0.317	6	14	0.146	6	14	0.463
18:00 - 19:00	6	14	0.207	6	14	0.122	6	14	0.329
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.988			2.025				4.013

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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## Parameter summary

Trip rate parameter range selected:	8 - 19 (units: )
Survey date date range:	01/01/15 - 06/06/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.