

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Katherine Williams
FROM:	Highways, WSCC
DATE:	08/08/2025
LOCATION:	23 Hurst Road, Hassocks, BN6 9NJ
SUBJECT:	DM/25/1657 Proposed new residential development comprising the erection of 1 No. new detached self-build dwelling to replace an existing garage on garden land to the west side of the existing property.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	N/A

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

This application seeks the erection of a detached self-build dwelling to replace existing garage. The site is located on Hurst Road, a B-classified road subject to a speed restriction of 30 mph.

The existing access point will be utilised to serve the proposed dwelling. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on Hurst Road. In addition, the proposed development is not anticipated to give rise to a material intensification of use of the existing access point.

The proposed driveway appears suitably sized to accommodate three cars in accordance with WSCC Parking Standards. On-site turning does appear achievable, but only if up to two cars are parked here – a third parked car may inhibit on-site turning. Nevertheless, Hurst Road has good forward visibility in this location, and the LHA would not anticipate that cars reversing out of the site would give rise to an adverse highway safety impact.

The site is situated in a sustainable location, being within walking/cycle distance of local services and amenities within Hassocks. Cycling is a viable option in the area, but no details of cycle parking provision have been provided. The LHA would request that secure cycle parking provision for at least two bicycles be provided to serve the proposed dwelling in accordance with WSCC Parking Standards.

Access, parking and turning arrangements also appear acceptable for the existing dwelling from a highway safety point of view.

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

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.

Kyran Schneider
West Sussex County Council – Planning Services