

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Caroline Grist
FROM:	Highways, WSCC
DATE:	13/02/2025
LOCATION:	White Lodge, Ockley Lane, Hassocks, RH15 0BP
SUBJECT:	DM/24/3034 Erection of detached dwelling with attached garage, associated parking and new access from Ockley Lane (Revision of application DM/23/2741).
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.

Summary and Context

This application seeks the erection of a detached dwelling with new access and associated parking. The site is located on Ockley Lane, a C-classified road subject to national speed limit in this location.

For context, this application is a resubmission of withdrawn application DM/23/2741, which sought similar proposals at this site. WSCC as Local Highway Authority (LHA) was a consultee for application DM/23/2741, ultimately raising no highways objections to the proposals.

Access

The existing southern access point is to be permanently closed off, and a new vehicular access is proposed further north. The proposed access appears to be the same as that of the preceding application DM/23/2741, which was previously assessed and considered acceptable by the LHA.

Visibility splays of 2m x 120m to the north and 2m x 64m to the south have been demonstrated. The demonstrated visibility was accepted by the LHA for application DM/23/2741, but again I would request that maximum achievable visibility splays from a 2.4m setback distance also be secured. I note that the submitted plan "VS01 Rev. A" attempts to demonstrate this, but the splays are not drawn to the nearside edge of the carriageway, and seem to cut through third party land. Therefore, these should be redrawn, and as per the previous application, I am minded to advise a condition securing details of visibility splays from a 2.4m setback distance be provided.

The proposed access works will be subject to a licence obtained through the local WSCC Highway Area Office and constructed to a specification agreed with the local WSCC Highway Area Engineer.

Parking and Turning

The WSCC Car Parking Demand Calculator indicates that a dwelling of this size and location would require three car parking spaces. From inspection of the plans, the proposed dwelling exhibits suitable space within the proposed driveway and garage to

accommodate the anticipated parking demand. On-site turning appears achievable, allowing vehicles to exit the site in a forward gear.

Regarding cycle parking, the proposed garage/store appears of sufficient size to accommodate at least two bicycles in accordance with WSCC Parking Standards.

Sustainability

The site is situated equidistant from the towns of Burgess Hill and Hassocks, both offering services, amenities and public transport connections. However, I would note that this section of Ockley Lane lacks formal footways and streetlighting, so residents may have a reliance on the private car. Cycling is a viable option for confident cyclists.

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:

Conditions

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled "Proposed Access Plan" and numbered "12139/2100 (P7)".

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

Visibility (details required)

No part of the development shall be first occupied until visibility splays of 2.4 metres by maximum achievable 'Y' distance (in as much as is in the control of the applicant) have been provided at the proposed site vehicular access points onto Ockley Lane, in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

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/>

Kyran Schneider
West Sussex County Council – Planning Services