



Asher Planning Ltd

Construction of a new highway crossover, removal of front wall, addition of structural grate and balustrade and creation of parking space

113 Keymer Road, Hassocks BN6 8QL



Planning & Heritage Statement

December 2025 A

1.0 Introduction

- 1.1 This statement is to support the planning application for the construction of a new highway crossover, removal of the front wall, addition of a structural grate and balustrade and creation of a parking space at 113 Keymer Road, Hassocks.
- 1.2 In this statement we discuss the site, surroundings and planning history. We then provide details of the proposal, set out policy compliance and assess any heritage impact.

2.0 Site and surroundings

- 2.1 The site is located on the northern side of Keymer Road in Hassocks. It is occupied by a mid-terrace Victorian property with lower ground, ground and first floor levels. There is a front garden/patio with a front wall and gate.
- 2.2 The surrounding area is a mix of residential and commercial; there are shops and services to the west including Silverbrooke Garage. The Greyhound pub is close by on the opposite side of the road.
- 2.3 The site is in the Keymer and Hassocks Conservation Area and is within the setting of several listed buildings.
- 2.4 The site is in Flood Zone 1 with a low risk of flooding.
- 2.5 No planning history is shown for the site on the Mid Sussex planning database.

Figure 1 – Location plan



3.0 Proposal

- 3.1 It is proposed to construct a vehicle crossover in front of the property and should planning permission be granted, approval will be sought from West Sussex Highways.
- 3.2 It is proposed to remove the front wall to create an off-street car parking space. A structural grate is proposed over the lightwell, so that enough space can be created to park a car whilst still allowing light into the lower ground floor window. A balustrade is also proposed for edge protection.
- 3.3 The parking space is required due to a lack of on-street car parking in the local area. Silverbrookes Garage just to the west has become not only a service garage and car sales dealership, but also a MOT test centre. The applicant states that the garage regularly parks customers' cars on the road whilst they are waiting to have a service/MOT, which stops residents being able to park near their houses. In addition, the Greyhound Pub, close by on the opposite side of the road, has become increasingly popular, boosting the local economy – but sometimes the car park is full and customers have to park on the road. The site is also close to the church, which does not have a car park and so when there are large events such as weddings and funerals, attendees park on the road.
- 3.4 Adjacent properties Nos. 109 and 111 Keymer Road (to the west) both have off-street car parking spaces at the front, and dropped kerbs, as does 119 Keymer Road (to the east).
- 3.5 The proposal will improve highway safety and will improve the appearance of the streetscene.

Figure 2 – Proposed ground floor

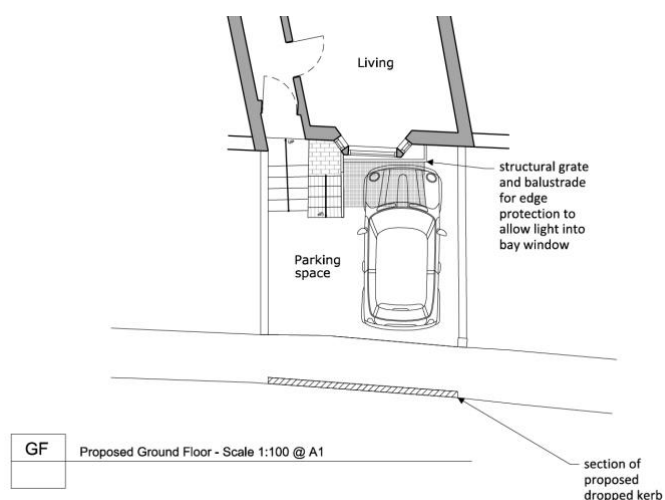


Figure 3 – Proposed front elevation



Figure 4 – Car parking at Nos. 109 and 111 Keymer Road (from Google streetview)



Figure 5 – Car parking at No. 119 Keymer Road (from Google streetview)



4.0 Policy context

- 4.1 The **National Planning Policy Framework (NPPF, 2024)** is a material consideration in any development proposal. The principal thread running through the NPPF is the presumption in favour of sustainable development. Para. 11. states that proposals which accord with the development plan should be approved without delay.
- 4.2 Para. 115 says that the design of parking areas should reflect current national guidance, including the National Design Guide.
- 4.3 Para. 135 says that development should be well-designed, be appropriate to local character and provide a good standard of amenity for residents and neighbours.
- 4.4 Section 16 of the NPPF gives regard to conserving the historic environment and seeks the provision of a desk-based assessment for any proposal that includes heritage assets.
- 4.5 Para. 214 states that proposals which would cause substantial harm to the significance of a heritage asset should be refused. Para. 215 states that:
- “Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”*
- 4.6 The **National Design Guide (2021)** at paras. 85 and 86 says that car parking should be conveniently sited and that *“This could be off-street to avoid on-street problems such*

as pavement parking or congested streets.” It should be safe, attractive and sensitively integrated into the built form so that it does not dominate the street scene.

- 4.7 The table below sets out the relevant policies of the **Mid Sussex District Plan (2018)**.

Table 1 – District Plan Policies

Number	Title	Content
DP21	Transport	Parking should be adequate and protect the safety of road users and pedestrians.
DP26	Character and Design	Development should be well-designed and protect of neighbour amenity.
DP41	Flooding and Drainage	Requires adequate drainage.
DP34	Listed Buildings and Other Heritage Assets	Seeks to protect listed buildings and their settings.
DP35	Conservation Area	Development should reflect the special characteristics of the area.

- 4.8 The Hassocks Neighbourhood Development Plan (2020) at Policy 7 requires development in conservation areas to have regard to special features, including Keymer Terrace and the stone wall by the church, the Church and its setting, the Greyhound Pub and the bend in Keymer Road – all of these are close to the application site.
- 4.9 Policy 9 requires high quality design including the creation of safe and accessible environments.
- 4.10 A policy aim with regard to transport is:

“To ensure the whole parish is safe, accessible and attractive to all, acting as a gateway to the South Downs National Park, encouraging tourism, and supporting healthy lifestyles and wellbeing.”

5.0 Planning assessment

Principle of development

- 5.1 The proposal is to provide off-street car parking for a household and so is acceptable in principle.

Design and character

- 5.2 The proposal will improve the appearance of the streetscene, which is dominated by cars parked by residents, customers of the nearby commercial uses and visitors to the church. The proposal will take one car off the street. The car parking space has been well-designed; it will be integrated into the site.
- 5.3 The parking space will accord with local character where many properties, including 109, 111 and 119 Keymer Road have off-street car parking spaces at the front, and dropped kerbs.
- 5.4 The proposal therefore accords with the NPPF paras. 115 and 135, the National Design Guide, Local Plan Policy DP26 and Neighbourhood Plan Policy 9.

Impact on highways

- 5.5 The proposal will improve highway safety by removing a parked car from the street. This is in line with the National Design Guide, Local Plan Policy DP21 and the Neighbourhood Plan transport policy aim.

Neighbour amenity

- 5.6 The proposal will result in a small improvement to neighbour amenity, by removing a parked car from the street. This is in line with the NPPF para. 135 and Local Plan Policy DP26.

Drainage

- 5.7 Any new surfacing required can be permeable and this can be required by planning condition. The proposal therefore accords with Local Plan Policy DP41.

6.0 Heritage assessment

Heritage assets

- 6.1 Following guidance set out in para. 207 of the NPPF, the below sets out the significance of the heritage assets.

6.2 **Conservation Areas in Mid Sussex (2018)** includes a map of the Keymer and Hassocks Conservation Area and sets out features which particularly contribute towards character. These include the following in the vicinity of the application site:

- Keymer Terrace and stone wall beside the church
- The church
- The bend in Keymer Road at the Lodge Lane junction.

6.3 The site forms part of the setting of the following Grade II listed buildings, which themselves form part of the significance of the conservation area:

- Church of St Cosmas and St Damian (list entry 1392037)
- Keymer War Memorial (list entry 1455470)
- The Greyhound Public House (list entry 1180587)
- 3, 5 and 7 Lodge Lane (list entry 1025651)
- The Old Manor House (list entry 102560)

Impact of the proposal on significance

6.4 The proposal will alter the front elevation of the property by removing the front wall and adding a balustrade next to the bay window. The alterations will be minimal and will not cause any harm to the significance of the Conservation Area or setting of the listed buildings.

6.5 The proposal will improve the appearance of the conservation area by removing a parked car from the street.

6.6 The proposal will have a public benefit because it will improve highway and pedestrian safety.

6.7 The proposal accords with Section 16 of the NPPF as well as Local Plan Policies DP34 and DP35, and Neighbourhood Plan Policy 7.

7.0 Summary

7.1 This statement is to support the application at 113 Keymer Road for construction of a new highway crossover, removal of the front wall, addition of a structural grate and balustrade and creation of a parking space.

7.2 The proposal will improve the appearance of the streetscene, as well as improving highway safety and neighbour amenity. It will not cause any harm to the significance of the conservation area or listed buildings.

7.3 The proposal complies with national and local policies. It comprises sustainable development and should be approved.