

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Anna Tidey
FROM:	Highways, WSCC
DATE:	23/06/2026
LOCATION:	Land Parcel To The North of Nos. 42-54 Hurst Road, Hassocks
SUBJECT:	DM/26/1132 Proposed tractor parking area, donkey enclosure, donkey stable, 3 shepherd huts and a wildlife pond. Retrospective consent for 2.1m high boundary fencing and access gates. (Additional supporting photographs, information and fencing details received 11.06.2026).
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.

WSCC in its role as Local Highway Authority (LHA) has been consulted on highway matters by the Local Planning Authority (LPA) for a proposed tractor parking area, donkey enclosure, donkey stable, three shepherd's huts and a wildlife pond, and retrospective consent for 2.1m high boundary fencing and access gates. The site is accessed from Belmont Lane, a privately maintained road – as such, the following comments should be considered as advice only.

Belmont Lane links the maintained highway to the application site. I note that Belmont Lane is also maintained as Public Bridleway no. HAS-8C. The LPA should seek advice from WSCC Public Rights of Way in regards to the use of the bridleway by vehicles, as well as the use of the existing access on Belmont Lane for the proposed use. Though from inspection of the plans, there appears to be sufficient space within the site itself for the parking and turning of vehicles associated with the proposed use.

Access to the maintained highway network is at the existing access point on Hurst Road, a B-classified road subject to a speed restriction of 30 mph. From inspection of local mapping, there are no apparent visibility concerns with the existing point of access on Hurst Road. In addition, the proposals appear to be for private use only, and are not intended for commercial usage – consequently, the proposed use is not anticipated to give rise to a significant material intensification of use.

I have reviewed five year collision data provided to WSCC by Sussex Police, which reveals no recorded collisions attributed to road layout within the vicinity of the site, nor attributed to the use of the existing Belmont Lane access. As such, there is no evidence to suggest the existing access has been operating unsafely, or that the proposals would exacerbate an existing safety concern.

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.

Kyran Schneider
West Sussex County Council – Planning Services