

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Tracie Axford
FROM:	WSSC – Highways Authority
DATE:	28 November 2025
LOCATION:	50 Hurst Road Hassocks BN6 9NL
SUBJECT:	DM/25/2976 Retrospective application for the erection of a new front boundary wall and entry gate (revised design to DM/25/2104).
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.

This retrospective application is for erection of a new front boundary wall and entry gate. The site is located on Hurst Road, a B-classified road subject to a speed restriction of 30 mph.

The LHA was consulted under ref: DM/25/2104 for a retrospective application for boundary wall and gates, to which the LHA raised no highway safety concerns. The LPA refused the application on separate grounds.

The current proposal reduces the boundary wall height and alters the proposed gates from double gates to a single leaf gate.

From inspection of local mapping, there are no apparent visibility concerns with the existing access. The proposed gate will be positioned at the current access point approximately 4.2 m from the carriageway edge. Typically for access gates the LHA would request that gates be set back at least 5m from the carriageway edge, to allow for cars to pull in and wait whilst the gates are in operation. The footway width in this location would allow for a car to be partially removed from the carriageway. Nevertheless, any obstruction of the public highway whilst the gates are being operated would be considered temporary in nature and given the context of the road in this location, would not be anticipated to result in a highway safety concern.

The proposed boundary wall is not anticipated to create an obstruction to vehicular or pedestrian visibility for vehicles exiting the site, given the existing site boundary treatment.

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.

Nicola Elliott
West Sussex County Council – Planning Services