

From: Kevin Bown <Kevin.Bown@nationalhighways.co.uk>
Sent: 07 July 2025 16:48:02 UTC+01:00
To: "Lawrence Stringer" <LStringer@gtacivils.co.uk>; "Andrew Clarke" <andrew.clarke@midsussex.gov.uk>
Cc: "Raz Bugoi" <raz@workbyhere.com>; "Ann Cave" <ann@mrlgrabandtip.co.uk>; "Andrew Tanner" <ATanner@gtacivils.co.uk>; "Planning SE" <planningse@nationalhighways.co.uk>; "Dan McEwan" <dan@workbyhere.com>; "EC Road Safety" <audits@ecroadsafety.co.uk>; "SouthEast_HESPA@systra.com" <SouthEast_HESPA@systra.com>; "Andrew Tanner" <ATanner@gtacivils.co.uk>
Subject: National Highways response (our ref NH/25/10773 #25048) a) RSA Stage 1: Designers' Report b) application DM/25/0590 Little Reeds Farm, London Road, Hickstead

Dear Mr Stringer

As you'll recall, there is an on-going Departure application being currently processed with regards details of the proposed revised access to facilitate this development.

In the background I have also been progressing other aspects of the application namely:

- a. The RSA
 - b. Our further comments on the planning application, as referred to in our formal Holding Recommendation to the Council dated 2/5/2025 that expires on 1/8/25. These comments should be read in conjunction with our NHPR and responded to accordingly.
-
- a. With regards the RSA we have been considering your Designer's Response. Set out below are our responses. You will see that we have fully or partly accepted 3 of the 4 Recommendations and DO Responses. The remaining Recommendation and Response involving the closure of the A23 layby just to the north of the site is not accepted. You will need to propose an alternative means to address problem 3.3.1.

3.3.1

PROBLEM

Location:	Approximately 85m north of the proposed access at Little Reeds Farm
Summary:	Risk of shunt type collisions between vehicles exiting the layby and tipper trucks accessing the development site.
Detail:	The existing diverge lane is currently 52m, well short of the DMRB standard of 110m for roads with a design speed of 120kph. The intensified use of the access for large tipper trucks, which will be decelerating to enter the site access, increases the risk of shunt type collisions between vehicles that will be accelerating to rejoin the main traffic lanes from the lay-by located approximately 85m north of the site access.

Road Safety Audit Decision Log

Prob No:	Location / Summary	Recommendation (summary)	Design Organisation Response	Overseeing Organisation Response	Agreed Action in Response to RSA
-------------	-----------------------	-----------------------------	------------------------------------	--	--

Prob No:	Location / Summary	Recommendation (summary)	Design Organisation Response	Overseeing Organisation Response	Agreed Action in Response to RSA
3.1.1	Location: Summary:	Access to Little Reeds Farm	Agreed- a wheel washing facility will be installed within the site to ensure any vehicle leaving the site is cleaned. A note has been added to the access drawing.	The recommendation and response are accepted. National Highways final recommendation is likely to include the following recommended condition to be attached to any consent Pre-Commencement Condition: Construction Traffic Management Plan No works shall commence on the site hereby permitted (including site clearance or preparation) until the details of a Construction Traffic Management Plan have been submitted to and approved in writing by the local planning authority (who shall consult with National Highways). Thereafter the construction of the development shall proceed in strict accordance with the approved	

Prob No:	Location / Summary	Recommendation (summary)	Design Organisation Response	Overseeing Organisation Response	Agreed Action in Response to RSA
				Construction Traffic Management Plan. Reason: To ensure that the A23 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety and paragraph 115 of the National Planning Policy Framework (2024) . Informative: The CTMP shall include details (text, maps and drawings as appropriate) of the scale, timing and mitigation of all construction related aspects of the development. It will include, but is not limited to: site hours of operation; numbers, frequency, routing and type of vehicles visiting the site;	

Prob No:	Location / Summary	Recommendation (summary)	Design Organisation Response	Overseeing Organisation Response	Agreed Action in Response to RSA
				travel plan and guided access/egress and parking arrangements for site workers, visitors and deliveries; plus sheeting of loose loads and wheel washing and other facilities to prevent dust, dirt, detritus etc from entering the public highway (and means to remove if it occurs). The applicant should confirm they are content with this proposed condition.	

Prob No:	Location / Summary	Recommendation (summary)	Design Organisation Response	Overseeing Organisation Response	Agreed Action in Response to RSA
3.3.1	Location: Summary:	Approximately 85m north of the access at Little Reeds Farm	Agreed – The A23 layby will be closed as part of the Traffic management proposals and will be included within the Construction management Plan (CMP)	National Highways is not able to agree the recommendation. This is because the layby is heavily used, contributes to the safety and operation of the A23 and cannot be taken out of service even for a temporary period. Therefore, the Designer will need to put forward alternative means to address the concerns set out in the RSA Report at 3.3.1	

Prob No:	Location / Summary	Recommendation (summary)	Design Organisation Response	Overseeing Organisation Response	Agreed Action in Response to RSA
3.3.2	Location: Summary:	Access to Little Reeds Farm	Agreed- A Construction Traffic Management Plan will be prepared post planning consent.	The recommendation is partly accepted. Given that National Highways is not able to agree the closure of the layby, it will remain open and hence would also be open to use by vehicles visiting the site. However, the CTMP will need to fully set out how the site access will be managed to ensure vehicles only arrive and depart when the access is available for that use and hence there is no risk of blocking back onto the A23 or towards the layby	
3.3.3	Location: Summary:	Access to Little Reeds Farm	Agreed- Drivers will be advised to leave the A23 at the junction to the south of the site to mitigate this risk. This will be contained within a Construction Traffic Management Plan will be prepared post planning consent.	The recommendation and response are accepted. The CTMP will need to set out how the process of ensuring all visiting vehicles exit the site and use the junction to the south rather than crossing lanes to the mainline A23	

b. With regards our further comments on the application itself, they are as follows:

- i) **Geotech** – we have an obligation to ensure that the bund is geotechnically sound and hence would not present a risk to the nearby SRN by virtue of slump, collapse etc. We will require DMRB CD622 compliant details to be provided for our approval. These can either be provided now or be subject of the following condition that would be likely to form part of any National Highways final response:

Condition: No works shall commence on the site hereby permitted (including site clearance or preparation) until the details of, proposals for managing geotechnical risk in accordance with CD622 have been submitted to and agreed in writing by the Local Planning Authority (who shall consult National Highways). No works covered by the Geotechnical Design Report shall be commenced until the relevant certification for that part of the works has been completed. Thereafter all works shall be completed in accordance with the agreed CD622 documentation and certification.

Reason: To ensure that the A23 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety and paragraph 115 of the National Planning Policy Framework (2024) .

Informative: While the condition requires the submission of documentation via the local planning authority in accordance with normal practice, only National Highways can, in the first instance, approve the required CD622 details and issue the necessary certification. The LPA may then discharge any condition accordingly.

- ii) **Drainage** – we have an obligation to ensure that drainage would not present a risk to the nearby SRN by virtue the quantity or quality of water resulting from a development or any other hydraulic impacts.

After reviewing the submitted information, I advise that there is insufficient detail to assess the acceptability of the developer's drainage proposal. Based on the submitted document, the strategy is not acceptable for the following reasons:

- Cross-section drawings do not show the existing ditch, National Highways (NH) boundary, or site boundary.
- Pre- and post-development discharge rates are not provided.
- NH will not accept additional flows to the culvert from new upstream developments. Only greenfield flow rates may be considered if justified.

Reason: Increased flow to the culvert under the A23 carriageway could reduce its hydraulic capacity, which poses a risk of flooding in the vicinity

- iii) **Landscaping** – we are content that the proposed landscaping of and in the vicinity of the bund would not present any risks to the safety, reliability and/or operation of the A23.
- iv) **A23 Boundary fencing** – we are unable to discern what, if any, plans there are with regards the A23 boundary fencing. Our normal requirement is to condition applications to ensure that the boundary treatment (fencing/planting etc) is sufficient to ensure that people/pets etc cannot stray onto the SRN. Therefore, we require either details now to be included in a condition or will recommend a suitably wording condition on the matter. It may be that the existing boundary fencing is to be retained but may simply require an annotation on a suitable drawing that it will be repaired as necessary.

I hope this information and advice assists and look forward to receiving your response in due course.

In the meantime, if you have any queries, please contact me via planningse@nationalhighways.co.uk.

Regards

Kevin Bown BSc(Hons) MPhil CMS MRTPI Spatial Planner

Spatial Planning Team, South East Region Operations Directorate

National Highways | Bridge House | 1 Walnut Tree Close | Guildford | GU1 4LZ

Tel: 0300 470 1046 (patches through via Teams) **Mob:** 07833 441649

Web: www.nationalhighways.co.uk

For information about our engagement with the planning system please visit <https://nationalhighways.co.uk/our-roads/planning-and-the-strategic-road-network-in-england/>

This email may contain information which is confidential and is intended only for use of the recipient/s named above. If you are not an intended recipient, you are hereby notified that any copying, distribution, disclosure, reliance upon or other use of the contents of this email is strictly prohibited. If you have received this email in error, please notify the sender and destroy it.

National Highways Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | <https://nationalhighways.co.uk> | info@nationalhighways.co.uk

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

Consider the environment. Please don't print this e-mail unless you really need to.