

From: Nigel De Wit <Nigel.DeWit@nationalhighways.co.uk>
Sent: 22 June 2026 15:13:33 UTC+01:00
To: "Hamish Evans" <hamish.evans@midsussex.gov.uk>
Cc: "Planning SE" <planningse@nationalhighways.co.uk>; "SEDrainage" <SEDrainage@nationalhighways.co.uk>; "Michael Tandy" <Michael.Tandy@nationalhighways.co.uk>; "Shailendra Shrestha" <Shailendra.Shrestha@nationalhighways.co.uk>
Subject: NH/26/16495 - DM/26/1224 – Gilridge, Brighton Road - HR - NH response
22/06/26

For Attention of: Hamish Evans, Mid Sussex District Council

Your Reference: DM/26/1224 – Gilridge, Brighton Road, Handcross, Haywards Heath

Proposal: Discharge of planning conditions nos 4, 5, 6, 7, 8, 9, 11 and 16 relating to planning application DM/25/0193

Our Reference: NH/26/16495

Dear Hamish,

Thank you for your email of 01 June 2026 consulting National Highways regarding the above referenced discharge of conditions application.

We are concerned about the safety, reliability, and operational efficiency of the Strategic Road Network (SRN), in this case the A23 in the vicinity of the site.

We have reviewed the application and submitted documents.

Our focus is on conditions 7 (exceedance flow route plan) and 8 (cross-sections) of planning permission DM/25/0193.

We have no objections to the discharge of conditions 4, 5, 6, 9, 11 and 16.

Condition 7: Exceedance Flow Route Plan

An exceedance flow route plan has not been submitted.

The proposal includes soakaway systems and is located above the A23 carriageway, adjacent to a sloping verge which is within the SRN boundary. In some areas, the ground levels at or near the site boundary (adjacent to the SRN boundary) appear to be lower than the surrounding development site levels. This indicates a potential risk of overland flow leaving the site during exceedance rainfall events or in the event of drainage system failure.

The submission must therefore clearly demonstrate how surface water will be safely managed under such scenarios, including defined exceedance flow routes, to ensure that runoff is retained within the site and does not impact on the SRN.

In the absence of this information, our formal response is that **we recommend that condition 7 of planning permission DM/25/0193 is not discharged at this time.**

Condition 8: Cross-sections

The submitted cross-section drawings are considered insufficient.

The proposed development includes a rear garden soakaway with an attenuation volume of **12.35m³**; however, the soakaway structure is not clearly shown within the submitted cross-sections.

A suitable buffer distance is typically required between soakaway systems and the SRN boundary, often in the order of a minimum of **5m** or greater, particularly where the soakaway is proposed adjacent to a sloping verge.

The cross-section drawings should therefore be revised to clearly show the soakaway structure, finished ground levels, verge top level and separation distances from the SRN boundary. The submission should also demonstrate that the proposed soakaway will not adversely affect the stability of the adjacent sloping ground (part of the SRN).

In addition, the cross-sections need to be revised to provide sufficient detail to demonstrate geotechnical risk of the acoustic barrier, including its foundations, is managed in compliance with the Design Manual for Roads and Bridges (DMRB) CD 622. It is in the interest of the safety of the SRN to demonstrate the structural integrity of the acoustic barrier because it would be located adjacent to the SRN boundary at the top of the embankment for the A23.

In the absence of this information, our formal response is that **we recommend that condition 8 of planning permission DM/25/0193 is not discharged at this time.**

Should you or any others have any queries regarding our response, please contact us via planningse@nationalhighways.co.uk.

Kind regards,

Nigel De Wit MRTPI, Spatial Planner
South East Region, Operations Directorate
National Highways

Mobile: 07751 730 517

Web: <http://www.nationalhighways.gov.uk>

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