



Kate Andrews <kate@klaarchitects.co.uk>

FW: #26948, NH/26/15298 - DM/26/0165 - Wishing Wells Farm, Hickstead - NH response 21/05/26

1 message

Roger New <rnew@gtacivils.co.uk>
To: Kate Andrews <kate@klaarchitects.co.uk>
Cc: Lawrence Stringer <LStringer@gtacivils.co.uk>

Fri, Jun 5, 2026 at 3:51 PM

Kate

For your information, this is the response to NH sent out today.

Roger

Roger New BSc; MSc; CEng; MICE
Project Manager



Office: 01444 871 444
Direct: 01444 225 662

From: Roger New <rnew@gtacivils.co.uk>
Sent: 05 June 2026 15:30
To: Nigel De Wit <nigel.dewit@nationalhighways.co.uk>
Cc: rwatson@systara.com; Planning SE <planningse@nationalhighways.co.uk>; djones1@systara.com
Subject: RE: #26948, NH/26/15298 - DM/26/0165 - Wishing Wells Farm, Hickstead - NH response 21/05/26

Nigel

Thank you for your updated response dated 21st May 2026.

I've responded to the outstanding Action Points below.

1. Access – Swept Path Analysis

Attached is an updated drawing (14165_2202_P3) now showing the requested tracking for a 10.3m vehicle accessing the adjacent, residual farm shop to and from the south. This updated drawing also shows, with more emphasis, the location of the repositioned access gates into the application site. This updated drawing demonstrates that both entry to and exit from the farm shop site can be achieved satisfactorily using the extended common access way and the retained existing joint site access junction with the A2300.

2. Amended Site Access

a. Max vehicle size

The underlined Action Point in para 30 of AN05 requested "Further, *if the Applicant anticipates 16.8metre HGVs accessing the site* (our italics), swept path analysis for vehicles of this size will need to be provided."

Our response of 1st May confirmed that no vehicles of that size were anticipated. However, in your latest response (21st May) the text preceding the underlined Action Point stated "Furthermore, we advised that a swept path analysis for vehicles of this size (16.8m) would need to be provided" with the Action Point itself requiring "a swept path analysis for a 16.8m HGV" without any reference to whether such vehicles are anticipated?

It is again confirmed that there is no intention or expectation that any vehicle of that size (16.8m) would access the application site. I understand that this was also confirmed to you in a phone call with the Applicant following your latest formal response.

The application site would generate very few HGVs of any size. The TA showed in para 3.4 that the application proposals would only generate 2 HGV visits per week to the saddlery / equestrian goods business and one 1 HGV visit per month to the luxury horse lorries business, with one refuse / recycling lorry per week to each. None would be larger than a 12m rigid HGV for which satisfactory tracking into and out of the application site has been demonstrated in drawings already supplied.

The largest vehicle accessing the residual farm shop would be 10.3m, in numbers insignificant on a daily basis, the pattern established at the previous larger farmshop and agreed as appropriate in consideration of the withdrawn application DM/22/3130.

To summarise,

- i) the largest vehicle using the application site is anticipated to be no larger than a 12m rigid HGV. Tracking drawings (previously supplied) demonstrate that vehicles of that size can satisfactorily use the retained existing access junction with A2300.
- ii) The largest vehicle using the residual farmshop site would be a 10.3m rigid HGV. Tracking drawings demonstrate that vehicles of that size can satisfactorily use the extended common access way and the retained existing joint access junction with the A2300.

b. Site Access / Access Gate Compliance with DMRB

The TA describes the existing access junction with the A2300 at para 2.7 as a standard crossover, 15.5m wide at the edge of carriageway narrowing to 5m at the existing entry / exit gates. The only proposed changes are to remove the existing gates and to provide new, slightly wider (5.5m) gates to the application site set back down a shared access way which would provide access to both the application site and the residual farmshop site. The new gates would open inwards. The access junction layout with A2300 would remain as existing but with the gates at that point removed. Its layout meets the requirements of Section 4 of CD123 for a direct access, which we would consider it to be in practice, in respect of width, splays and gate opening, and, with the removal of the existing gates, represents an improvement over the existing situation wherein any accessing HGV could overhang the main running lane, cycleway or footway, the extent depending on vehicle size, should the gates be closed upon arrival.

However, it is acknowledged that Section 4 CD123 strictly applies to situations where vehicle movements using the access are less than 50 per week and that Section 5 CD123 should otherwise apply. The number of HGV movements per day using the access junction would be extremely small - 2 HGV visits per week to the saddlery / equestrian goods business and one 1 HGV visit per month to the luxury horse lorries business, and insignificant on a daily basis servicing the farm shop. The design vehicle does not therefore need to be taken into account and the requirement in such circumstances (para 5.6.1 CD123) with the access at 90 degrees to the mainline carriageway is for a simple priority layout with minimum

10m corner radii. Drawing 14165_2205_P1 (attached) shows both the existing crossover and the CD123 Section 5 compliant designs and demonstrates that there is no material difference. All tracking drawings for 10.3m and 12m HGVs show that those vehicles can be satisfactorily accommodated within the existing junction layout without any capacity or safety consequences for the operation of the junction and the mainline A2300.

I don't think there are any further matters. As always, I'd be grateful if you could contact me directly if you have any queries / questions.

Regards

Roger

Roger New BSc; MSc; CEng; MICE

Project Manager



Office: 01444 871 444

Direct: 01444 225 662

From: Nigel De Wit <nigel.dewit@nationalhighways.co.uk>

Sent: 21 May 2026 16:31

To: Roger New <rnew@gtacivils.co.uk>

Cc: rwatson@systra.com; Planning SE <planningse@nationalhighways.co.uk>; djones1@systra.com

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