



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

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To: Mid-Sussex District Council (FAO Andrew Watt)
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CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: DM/26/0165

Location: Wishing Wells Farm Shop, Green Field Farm, London Road, Hickstead, Haywards Heath, West Sussex RH17 5LZ

Proposal: Development of a new building to accommodate horse lorries, associated offices and a valeting facility for high-end vehicles. Replacement and upgrade of a retail premises with dedicated customer parking. Removal and re-positioning of new gates. Solar panels and electric vehicle charging points.

National Highways Ref: NH/26/15298

Referring to the consultation on a planning application dated 03 March 2026 referenced above, in the vicinity of the A2300 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);**

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to Planningse@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature:



Date: 21 May 2026

Name: Nigel De Wit

Position: Spatial Planner

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¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommend that planning permission not be granted for a specified period: Reasons

It is recommended that the application should not be determined for a period of three months until **21 August 2026**.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of the A2300.

Since our response of 24 March 2026, additional information has been submitted and shared by the applicant. The additional information includes a Transport Statement (TS) (March 2026), updated drawings illustrating the swept path analysis and visibility splays and a drainage strategy.

We have reviewed the additional information in the context of our previous response. There remain outstanding matters that need to be resolved.

Throughout this response **ACTION points** for the applicant are highlighted in **underlined bold**.

Access - Swept Path Analysis

While the applicant has rectified the title of Drawing No. 14165/2203 to refer to a 10.3 m rigid HGV, **no swept path analysis for 10.3m HGVs exiting the site towards the south has been provided; this is required.**

The applicant has advised National Highways that any 'over-sailing' of the centreline of the A2300 by vehicles entering/exiting the site would have no safety consequences as the number of opposing southbound vehicles is extremely small as are the number of any HGVs making the entry / exit movements referred to. They have further advised that there is no history of any accidents relating to that manoeuvre to date. **Until such time the swept path analysis for HGV's exiting the site towards the south is**

provided (as noted above), we are unable to provide further comment on this matter. This matter remains unresolved.

Amended Site Access

The proposal involves the access gate to the site being widened to 5.5m and set back further (9m) from the current position. The applicant has advised that this to allow for a 16.8m HGV to wait clear of the footway along the A2300 if closed.

Our previous response requested technical drawings illustrating the amended access arrangement in detail and how it complies with the relevant standards in the Design Manual for Roads and Bridges (DMRB). Furthermore, we advised that a swept path analysis for vehicles of this size (16.8m) would need to be provided. These action points have not been fully responded to. **Detailed drawings of the amended site access gate are required, illustrating how it is compliant with the relevant standards in the DMRB and a swept path analysis for a 16.8m HGV.**

Road Safety Audit (RSA) and Walking, Cycling, and Horse-riding Assessment and Review (WCHAR)

The applicant has advised National Highways that the access (location) on to the SRN remains as existing with no material increase in use. Furthermore, the applicant has advised National Highways that there is no record of any accidents relating to the design of the existing access, or of any likelihood that that this could be exacerbated by the proposed development. In respect of the need for a WCHAR, the applicant has advised that the site is acceptably served for pedestrians and cyclists by the existing facilities on the A2300, and no horse riders would use this part of the A2300.

Subject to confirmation of the vehicle tracking (see above action points), we agree that this proposal does not necessitate the need for a RSA (Stage 1) or a WCHAR.

Drainage

We have reviewed the submitted Drainage Strategy and Drainage Network.

The proposed drainage strategy consists of permeable paving collecting to a piped surface water network with a controlled discharge at greenfield run off rate of 1.8 l/s to the pond to the west of the boundary.

This strategy would have no implications for the SRN drainage assets.

At the appropriate stage of the planning process, we are minded to recommend a condition to protect the integrity of the SRN drainage systems, given the proximity of the site to the A2300.

Construction Environmental Management Plan

Given the location of the application site and direct access from the A2300, at the appropriate stage of the planning process we are minded to recommend a condition

requiring the preparation and submission of a detailed Construction Environmental Management Plan.

Conclusion

Given the above, it is currently not possible to determine whether the application would have an unacceptable impact on the safety, reliability and/or operational efficiency of the SRN.

National Highways currently recommends that planning permission not be granted (other than a refusal if the Council so wishes) for a period of three months until 21 August 2026 to allow the applicant to resolve the outstanding matters.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.