



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

From: Hermes Luli (Head of Planning & Development)
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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: 23 June 2026

Name: Nigel De Wit

Position: Spatial Planner

National Highways

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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 **23 September 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 21 May 2026, additional information has been submitted and shared by the applicant. The additional information includes updated drawings illustrating the swept path analysis and access compliance with the Design Manual for Roads and Bridges (DMRB). These documents were uploaded to the planning application webpage on 08 June 2026.

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**.

Swept Path Analysis

The applicant has now provided Drawing No. 14165/2202 Rev. P3, which depicts the swept path analysis for a 10.3m refuse vehicle exiting the site to the south, and we are satisfied that this is acceptable. However, the drawing shows that the refuse vehicle oversails the southbound carriageway when entering the site.

Amended Site Access

Access Compliance with DMRB

The applicant has submitted Drawing No. 14165-2205 Rev. P1 seeking to demonstrate that the access design complies with DMRB.

The swept path analysis provided continues to show the 12m rigid truck oversailing the southbound carriageway when heading north and, as previously mentioned, the 10.3m refuse vehicle oversailing the southbound carriageway when entering the site. Should a standard access be provided, this is unlikely to occur.

We require the applicant to demonstrate that the vehicles anticipated to service the site can undertake the required manoeuvres without oversailing the southbound carriageway. If this is not achievable, a standard access layout in accordance with DMRB CD123 will be required.

Swept Path Analysis - 16.8m HGV

The applicant states that there is no intention for vehicles of this size to access the application site and that the largest vehicles expected to use the site would be no larger than 12m rigid HGVs. No further information is required in this regard.

Drainage

As mentioned in our latest response (21 May 2026), at the appropriate stage of the planning process, we are minded recommending a condition to protect the integrity of the SRN drainage systems, given the proximity of the site to the A2300.

Construction Environmental Management Plan

As mentioned in our latest response (21 May 2026), given the location of the application site and direct access from the A2300, at the appropriate stage of the planning process we are minded recommending 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 23 September 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.