

From: Scott@EllisdonArchitecturalAssociates.co.uk
<scott@ellisdonarchitecturalassociates.co.uk>
Sent: 08 October 2026 09:24:38 UTC+01:00
To: "Steven King" <Steven.King@midsussex.gov.uk>
Cc: "Joseph Ray" <less2builditltd@gmail.com>
Subject: Re: Land south of Leacroft, London Road, Hickstead - DM/26/1199

Good morning Steven,

I have spoken with our consultant handling the CEMP.

We propose widening the existing access at the start of construction rather than prior to occupation. Although the relevant condition may specify pre-occupation, the CEMP will stipulate that the approved access arrangements are constructed first and we would have an obligation to meet the requirements of the CEMP.

The CEMP would then inherently demonstrate how the construction phase will be managed to avoid unacceptable safety issues or damage to land falling within the Strategic Road Network (in this case, the A2300).

In our view, this is a proportionate approach. It would not necessarily incur additional construction costs, as the widening needs to happen anyway, and it will make construction access safer and easier.

We are of course willing to provide any and all information required to meet the condition for approval, but we feel the above approach is proportionate and acceptable.

Are you able to reason with highways?

Scott Ellisdon
BA (hons) Architecture
HNC Technical Construction & Management

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On Wed, Sep 30, 2026 at 8:58 PM Steven King <Steven.King@midsussex.gov.uk> wrote:

Hi Scott

I have now received the following response from National Highways:

‘The applicant has asked the question (my emphasis):

*Although the decision notice does not state that a transport statement document was referred to in consideration of the original application, the attached statement was submitted and, I assume, considered and approved as part of the original submission. Appendix E (from page 44 onwards) demonstrates the swept path analysis. **Do you know if National Highways properly considered this transport statement previously?***

We can confirm that we were consulted on application DM/23/1339 and fully engaged with the process of reviewing the transport evidence which included the Transport Statement (TS – attached for ease of reference).

Appendix D of the TS clearly highlights that we were engaged on the Road Safety Audit for the modified access (see Appendix C of the TS) which we signed off. This modified access features in condition 8 of planning permission DM/23/1339 which requires this scheme to be delivered prior to the occupation of the development. Appendix E of the TS includes the swept-path analysis for the modified access.

The focus of this current application is condition 2 of planning permission DM/23/1339 which relates to the Construction Environment Management Plan (CEMP). This is focused on the construction phase before the access is modified in accordance with condition 8.

The revised CEMP (July 2026) does not demonstrate that the proposed construction HGVs can safely access the site within the confines of the existing access.

We are mindful that what is proposed by the applicant in the CEMP (widening the cross-over) would engage the processes for a modified access as required by the Design Manual for Roads and Bridges (DMRB), including a DMRB compliant design subject to a Road Safety Audit, and a Walking, Cycling and Horse-Riding assessment (WCHAR). This would take time (and money) and delay the delivery of the development. There would also be the additional requirement to modify the access to meet the requirements of condition 8 of planning permission DM/23/1339 to support the development when it is operational.

We recognise that condition 2 is focused on the construction phase, which is temporary. We also recognise that the stretch of the A2300 by the access is straight. Furthermore, the access will be modified (prior to first occupation) as required by condition 8. A proportionate approach needs to be taken.

The CEMP needs to demonstrate how the construction phase can be managed in a way that would not present unacceptable safety issues or damage to land falling within the Strategic Road Network, in this case the A2300.

We welcome the retention of a banksman to supervise HGV movements, as set out in the 'Swept Path Analysis' section of the updated CEMP. In addition, we support the commitment in the CEMP for construction vehicles to avoid entering and exiting the site during peak traffic periods (08:00-09:00 and 17:00-18:00). These measures can help manage down the impacts of the construction phase on the SRN. The applicant may wish to revisit the swept path analysis in the CEMP using a smaller construction vehicle than already tested (10m) to see what could be achieved using the existing access.

We therefore maintain our position that **condition 2 of planning permission DM/23/1339 is not discharged at this time.**

Are you able to respond to the points that have been made?

Regards

Steven King, BSc (Hons) Dip TP, MRTPI

Team Leader, Major Development

Mid Sussex District Council

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Steven.King@midsussex.gov.uk

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Working together for a better Mid Sussex

From: Scott@EllisdonArchitecturalAssociates.co.uk
<scott@ellisdonarchitecturalassociates.co.uk>

Sent: 22 September 2026 07:37

To: Steven King <Steven.King@midsussex.gov.uk>

Cc: Joseph Ray <less2builditltd@gmail.com>

Subject: Re: Land south of Leacroft, London Road, Hickstead - DM/26/1199

Morning Steven,

I don't suppose NH has responded?

Many Thanks,

Scott Ellisdon

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On Tue, Sep 8, 2026 at 10:02 AM Steven King <Steven.King@midsussex.gov.uk> wrote:

Hi Scott

I have asked National Highways the question that you put in your e mail of 19th August and will let you know when I receive a response.

Regards

Steven King, BSc (Hons) Dip TP, MRTPI

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From: Scott@EllisdonArchitecturalAssociates.co.uk
<scott@ellisdonarchitecturalassociates.co.uk>
Sent: 02 September 2026 10:48
To: Steven King <Steven.King@midsussex.gov.uk>
Cc: Joseph Ray <less2builditltd@gmail.com>
Subject: Re: Land south of Leacroft, London Road, Hickstead - DM/26/1199

Hi Steven,

I have spoken with our consultant and they also believe the information was correctly provided during the initial submission.

Have you spoken with Highways and have they responded?

Many Thanks,

Scott Ellisdon

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****** Please note that during the school summer holidays, from 22nd July to 7th September, my working hours will be Monday to Thursday, 6:30am to 6:00pm. I will not be easily contactable on Fridays during this period. ******

On Wed, Aug 19, 2026 at 5:11 PM Scott@EllisdonArchitecturalAssociates.co.uk
<scott@ellisdonarchitecturalassociates.co.uk> wrote:

Hi Steven,

Thank you for sending this over.

Although the decision notice does not state that a transport statement document was referred to in consideration of the original application, the attached statement was submitted and, I assume, considered and approved as part of the original submission. Appendix E (from page 44 onwards) demonstrates the swept path analysis.

I will speak with the consultant regarding the latest comments, but do you know if National Highways properly considered this transport statement previously?

Many Thanks,

Scott Ellisdon

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On Wed, Aug 19, 2026 at 4:27 PM Steven King <Steven.King@midsussex.gov.uk> wrote:

Hi Scott

Thank you for the updated CEMP. I have received the following response from National Highways today, together with this attachment:

‘Thank you for your email of 29 July 2026 consulting National Highways on the revised Construction Environmental Management Plan (CEMP) (July 2026) and note from the applicant.

We have reviewed the additional information in the context of our response dated 20 July 2026.

The updated CEMP does not fully demonstrate that construction HGVs can safely access and egress the site via the proposed widened access arrangement.

Whilst the revised CEMP refers to an 8.5m widened access and includes supporting material, the submission does not clearly demonstrate that the arrangement can safely accommodate the relevant construction vehicles without unacceptable swept path encroachment.

In addition, Appendix F of the CEMP does not fully meet the requirement previously raised, as a Safety Risk Assessment is distinct from a Walking, Cycling and Horse-riding Assessment and Review (WCHAR). The requirement was for an appropriate Safety Risk Assessment (SRA) prepared in accordance with the Design Manual for Roads and Bridges (DMRB) GG 104 document in support of the widened access arrangement. We have attached a template for the SRA that could be used. Further guidance on SRAs is available from our website: <https://nationalhighways.co.uk/work-with-us/suppliers/health-safety-and-wellbeing/home-safe-and-well/requirements-for-safety-risk-assessment/>.

The CEMP must be updated to include a general arrangement drawing, supporting visibility design, and a design statement confirming compliance with the relevant DMRB standards in respect of the proposed 8.5m widened access crossover, supported by an appropriate GG 104 Safety Risk Assessment.

The amended CEMP must include a swept path analysis for the longest construction vehicle expected to use the access, demonstrating that construction vehicles can safely access and egress the site in a forward gear via the widened access arrangement without unacceptable swept path encroachment.

Evidence needs to be provided that the widening works would be secured, agreed, and delivered through the appropriate highway approval process (s.278 of the Highways Act 1980) in consultation with National Highways prior to any construction HGV movements taking place.

On this basis, we recommend that condition 2 of planning permission DM/23/1339 is not discharged at this time and unless and until the above information has been submitted and approved as part of the CEMP.

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

Could I ask for your comments on the above please.

Regards

Steven King, BSc (Hons) Dip TP, MRTPI

Team Leader, Major Development

Mid Sussex District Council

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Steven.King@midsussex.gov.uk

www.midsussex.gov.uk



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From: Scott@EllisdonArchitecturalAssociates.co.uk
<scott@ellisdonarchitecturalassociates.co.uk>

Sent: 29 July 2026 13:25

To: Steven King <Steven.King@midsussex.gov.uk>

Cc: Joseph Ray <less2builditltd@gmail.com>

Subject: Re: Land south of Leacroft, London Road, Hickstead - DM/26/1199

Hi Steven,

Please see updated info attached and a note from my consultant below.



Xanthé Lyford
to me, Carol ▾

1:09 PM (13 minutes ago) ☆ 😊 ↩ ⋮

Hi Scott,

Please find attached the revised CEMP for the above site with the revised swept path analysis and risk assessment for road safety.

Hopefully, this will satisfy the highways team.

Should you have any queries, do not hesitate to contact us.

Kind regards,

Xanthé Lyford
Environmental Consultant



EAS Environmental Assessment Services Limited
Unit 4b The Courtyard, Holmsted Farm, Cuckfield, West Sussex RH17 5JT
Tel: +44 (0) 1444 882 552 email: xanthel@easltd.co.uk web site: www.easltd.co.uk

Many Thanks,

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On Tue, Jul 21, 2026 at 12:04 PM Steven King <Steven.King@midsussex.gov.uk> wrote:

Hi Scott

My understanding is that it is revised information that will provide National Highways with the certainty that what they are seeking is going to be carried out.

Regards

Steven King, BSc (Hons) Dip TP, MRTPI

Team Leader, Major Development

Mid Sussex District Council

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From: Scott@EllisdonArchitecturalAssociates.co.uk
<scott@ellisdonarchitecturalassociates.co.uk>
Sent: 21 July 2026 09:28
To: Steven King <Steven.King@midsussex.gov.uk>
Cc: Joseph Ray <less2builditltd@gmail.com>
Subject: Re: Land south of Leacroft, London Road, Hickstead - DM/26/1199

Hi Steven,

Yes, sure, understood.

Are highways asking for seperate consent or just revised information at this point to allow the discharge of the relevant condition?

Many Thanks,

Scott Ellisdon

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On Tue, 21 Jul 2026, 08:56 Steven King, <Steven.King@midsussex.gov.uk> wrote:

Hi Scott

As the site takes its access from a road which is the responsibility of National Highways, in discharging the condition we need to take account of the views of National Highways with regards to what is in the CMP. Whilst the decision on the discharge of the condition rests with the LPA, I would want to get to a position where National Highways were satisfied with what was being proposed.

Regards

Steven King, BSc (Hons) Dip TP, MRTPI

Team Leader, Major Development

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From: Scott@EllisdonArchitecturalAssociates.co.uk
<scott@ellisdonarchitecturalassociates.co.uk>
Sent: 21 July 2026 07:42
To: Steven King <Steven.King@midsussex.gov.uk>
Cc: Joseph Ray <less2builditltd@gmail.com>
Subject: Re: Land south of Leacroft, London Road, Hickstead - DM/26/1199

Morning Steven,

Thanks for sending the comments; I will liaise with our consultants.

I note that the comments refer to the following: *evidence that the widening works are secured, agreed and to be delivered through the appropriate highway approval process (s.278 of the Highways Act 1980) in consultation with National Highways prior to any construction*. However, the wording of the planning condition states that the local authority will consult with highways; *No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, who shall consult with National Highways*.

We will of course, obtain separate consent directly from National Highways; however, the condition doesn't ask for evidence, only that the local authority will consult.

Please can you let me know your thoughts on this.

Many Thanks,

Scott Ellisdon

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On Mon, Jul 20, 2026 at 6:40 PM Steven King <Steven.King@midsussex.gov.uk>
wrote:

Hi Scott

I have received the attached comments from National Highways regarding the revised CEMP. As you can see, they have asked for amendments to the document. I'd be grateful for your response to their comments please.

Regards

Steven King, BSc (Hons) Dip TP, MRTPI

Team Leader, Major Development

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From: Scott@EllisdonArchitecturalAssociates.co.uk

[<scott@ellisdonarchitecturalassociates.co.uk>](mailto:scott@ellisdonarchitecturalassociates.co.uk)

Sent: 24 June 2026 15:29

To: Steven King [<Steven.King@midsussex.gov.uk>](mailto:Steven.King@midsussex.gov.uk)

Subject: Re: Land south of Leacroft, London Road, Hickstead - DM/26/1199

Afternoon Steven,

Further to your email below I would like to offer the updated CEMP.
Additional comments from the consultant are below.

Hi Scott,

With regards to the planners' comments:

- *I have added a Sweep path analysis report to appendix E and plans showing the vehicle movements to Figure 4 in Appendix A.*
- *The reference to dampening the stockpiles is in paragraph 5.2*
- *I have added the proposed information on the construction traffic to Appendix E*
- *The commitment for construction vehicles to avoid peak hours was already in paragraph 5.10 and I have added additional comments to this effect to paragraph 5.3.*
- *I have added additional information with regards to the lighting to paragraph 5.8.*

Please see the attached revised report.

Should you have any queries, please note that I am away for the next two weeks on annual leave and address your comments to Malcolm or Daniel [@Carol Plummer](#)

Xanthe Lyford

Environmental Consultant

Many Thanks,

Scott Ellisdon

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On Thu, Jun 4, 2026 at 8:54 AM Steven King
<Steven.King@midsussex.gov.uk> wrote:

Hi Scott

I've now received the attached response from National Highways regarding the condition 2 (Construction Management Plan). Could I ask for your response to their comments please.

With regards to condition 4 (contaminated land), I have received the following comments from our Contaminated Land Officer:

'Comments: I have reviewed the submitted Contamination Risk Assessment prepared by Environmental Assessment Services Ltd, Ref: 872/Ellisdon/Leacroft/CRA, and dated May 2026, in relation to discharging Condition 4 of planning permission DM/23/1339.

The report presents the findings of an intrusive site investigation. The investigation comprises trial pitting across the site, laboratory analysis of soil samples, and a qualitative risk assessment undertaken with reference to appropriate commercial land use screening criteria. Potential contaminant linkages have been identified and assessed, and risk rated. The findings are consistent with the presence of contamination within shallow made ground across the site. The submission is therefore considered to satisfy the requirements of Condition 4(a).

Whilst the report is acceptable, it would benefit from improved clarity in the presentation of ground conditions and sampling. In particular, the inclusion of detailed trial pit logs and a clearer summary of soil strata and sampling depths would assist in supporting the interpretation of contaminant distribution and the conceptual site model. There is a impression that exceedances are only found within the made ground, and that this is approximately only 30cm in depth, but the lack of data provided makes this unclear. However, the conclusions of the report are still acceptable.

The report also includes a remediation strategy comprising removal of made ground within areas of proposed soft landscaping, placement of a geotextile membrane, and the importation of clean cover soils of up to 600 mm in planting areas. This approach is considered acceptable and would appropriately break identified pollutant linkages, ensuring the site is suitable for its proposed commercial end use, and therefore satisfies the requirements of Condition 4(b). The report also identifies the potential for contaminants to affect potable water infrastructure. The applicant should ensure that relevant contamination data is provided to the water undertaker to confirm whether barrier pipe or other protective measures are required. If not required, evidence of contact with the undertaker should be included within the verification process. If required, photos of the implemented protective measures should be included in the verification document.

I would note the proposed cover system is relatively conservative given the nature of the development, which will be commercial, predominantly covered by buildings and hardstanding, and the identified exceedances being largely confined to shallow made ground within limited areas. A more targeted or reduced remediation approach may be achievable through further delineation, testing or refinement of the risk assessment, although this would require additional justification. The applicant may wish to consider this, as while there may be added cost at this stage, the reduced scope of remediation may be more cost effective and sustainable.

The applicant is reminded that verification of the remediation scheme is required under Condition 17 of the planning permission.

On this basis, the submitted information is considered sufficient to discharge Condition 4 (parts a and b) of planning permission DM/23/1339.'

As you can see, he has suggested that there may be an opportunity for a more targeted or reduced remediation approach. Could I ask if this is something you would want to consider or are you content to proceed with the submitted details?

Regards

Steven King, BSc (Hons) Dip TP, MRTPI

Team Leader, Major Development

Mid Sussex District Council

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Steven.King@midsussex.gov.uk

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From: Scott@EllisdonArchitecturalAssociates.co.uk

<scott@ellisdonarchitecturalassociates.co.uk>

Sent: 03 June 2026 15:56

To: Steven King <Steven.King@midsussex.gov.uk>

Subject: Re: Land south of Leacroft, London Road, Hickstead - DM/26/1199

Hi Steven,

I will deal with this straight away.

Many Thanks,

Scott Ellisdon

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On Wed, Jun 3, 2026 at 3:53 PM Steven King
<Steven.King@midsussex.gov.uk> wrote:

Dear Scott

I have received the attached consultation response from the Lead Local Flood Authority in relation to condition 3. As you can see, they have asked for further information.

I'd therefore be grateful for your response to the queries that they have raised.

Regards

Steven King, BSc (Hons) Dip TP, MRTPI
Team Leader, Major Development
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Steven.King@midsussex.gov.uk
www.midsussex.gov.uk

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