



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

From: Michelle Berrington (Head of Planning & Development)
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National Highways
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To: Mid-Sussex District Council (FAO Mr Evans)
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CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: DM/25/0193

Location: Gilridge Brighton Road Handcross Haywards Heath West Sussex RH17 6BZ

Proposal: Modification of existing chalet bungalow, demolition of outbuildings. Erection of a 3 bed detached bungalow to include associated parking spaces and a new access driveway.

National Highways Ref: NH/25/09786

Referring to the consultation on a planning application dated 30 January 2025 referenced above, in the vicinity of the A23 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: 20 February 2025
Name: Elizabeth Cleaver Position: Assistant Spatial Planner	
National Highways Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ planningSE@nationalhighways.co.uk	

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.

In the case of this development proposal, our interests relate to the A23. We are interested as to whether there would be any adverse safety implications for the SRN because of this proposal.

Recommended Conditions

National Highways recommend that conditions should be attached to any planning permission that may be granted.

1. Prior to commencement, exceedance flow route plan drawings showing no overland flow from the development to the National Highways boundary should have been submitted to and approved in writing by the local planning authority (who shall consult with National Highways).

Reason: To maintain the operation and safety of the SRN.

2. Prior to commencement, a drawing showing the cross-section through the A23 road boundary (low point) to the development site should have been submitted to and approved in writing by the local planning authority (who shall consult with National Highways)..

Reason: To maintain the operation and safety of the SRN.

3. No works shall commence on the site hereby permitted (including site clearance or preparation) until the details of a scheme to safeguard and maintain the geotechnical stability of the A23 embankment during construction and occupation of the site have been submitted to and approved in writing by the local planning authority (who shall consult with National Highways). Thereafter the construction and occupation of the development shall be in strict accordance with the approved scheme unless otherwise agreed in writing by the local planning authority (who shall consult National Highways).

Reason: To ensure that the A23 Trunk Road continue to be an effective part of the national system of routes for through traffic in accordance with section 10 of the

Highways Act 1980 and to satisfy the reasonable requirements of road safety and the National Planning Policy Framework.

Informative: The scheme shall include such assessment, drawings and mitigation as is necessary to comply with the requirements and standards set out in the Design Manual for Roads and Bridges.

4. No works pursuant to this application shall begin on site until such time as the design, materials and construction methods to be adopted for the proposed acoustic barrier have been shown to comply with the full requirements of the Design Manual for Roads and Bridges standard BD2/12 'Highway Structures: Approval Procedures and General Design Approval Procedures', and have been submitted to and approved in writing by the local planning authority (who shall consult with National Highways). Thereafter the construction and occupation of the development shall be in strict accordance with the approved scheme unless otherwise agreed in writing by the local planning authority (who shall consult National Highways).

Reason: To maintain the operation and safety of the SRN.

Thank you again for consulting with National Highways and please continue to consult on other planning applications via our inbox

planningse@nationalhighways.co.uk

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.