

From: Nigel De Wit <Nigel.DeWit@nationalhighways.co.uk>
Sent: 29 September 2026 17:03:48 UTC+01:00
To: "Steven King" <Steven.King@midsussex.gov.uk>
Cc: "Planning SE" <planningse@nationalhighways.co.uk>; "Sean Moore" <smoore@systra.com>; "JONES Derek" <djones1@systra.com>
Subject: #27683, NH/26/16289 - DM/26/1199 - Land south of Leacroft - HR - NH response 29/09/26
Attachments: Transport Statement.pdf

FAO: Steven King, Mid-Sussex District Council

Your ref: DM/26/1199 - Land south of Leacroft

Our ref: #27683, NH/26/16289

Dear Steven,

I hope this email finds you well.

Thank you for your email of 08 September 2026 sharing additional information from the applicant in respect of the application to discharge condition 2 of planning permission DM/23/1339.

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.**

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

Kind regards,

Nigel De Wit MRTPI, Spatial Planner
South East Region, Operations Directorate
National Highways

Mobile: 07751 730 517

Web: <http://www.nationalhighways.gov.uk>

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<https://highwaysengland.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

From: Shanelle Veli <Shanelle.Veli@nationalhighways.co.uk>
Sent: 08 September 2026 13:39
To: Nigel De Wit <Nigel.DeWit@nationalhighways.co.uk>
Cc: Elizabeth Cleaver <Elizabeth.Cleaver@nationalhighways.co.uk>; Planning SE <planningse@nationalhighways.co.uk>
Subject: FW: #27683 RE: #27421, NH/26/16289 - DM/26/1199 - Land south of Leacroft - HR - NH response 19/08/26

Hi Nigel,

FYI share link below for reference: #27683

Correspondence RE: NH/26/16289 - DM/26/1199 - Land south of Leacroft - HR - NH response 19/08/26

<https://share.highwaysengland.co.uk/Share/llisapi.dll?func=ll&objaction=overview&objid=117381839>

Deadline: 29th September 2026

Kind Regards

Shanelle Veli
Administrator – Spatial Planning Team
National Highways | 5 Eclipse Park | Sittingbourne Road | Maidstone | Kent | ME14 3EN
Web: www.nationalhighways.co.uk

From: Steven King <Steven.King@midsussex.gov.uk>
Sent: 08 September 2026 09:54
To: Planning SE <planningse@nationalhighways.co.uk>
Subject: #27683 RE: #27421, NH/26/16289 - DM/26/1199 - Land south of Leacroft - HR - NH response 19/08/26

Dear Nigel

Thank you for your further consultation response on this conditions discharge application.

The applicant has now asked the following question in relation to the response from National Highways:

'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?'

The attached statement was submitted with the original planning application, reference DM/23/1339.

Are you able to advise on the applicants question please.

Regards

Steven King, BSc (Hons) Dip TP, MRTPI
Team Leader, Major Development
Mid Sussex District Council
01444 477556

Steven.King@midsussex.gov.uk
www.midsussex.gov.uk



Working together for a better Mid Sussex

From: Nigel De Wit <Nigel.DeWit@nationalhighways.co.uk>
Sent: 19 August 2026 08:31
To: Steven King <Steven.King@midsussex.gov.uk>
Cc: Planning SE <planningse@nationalhighways.co.uk>; Sean Moore <smoore@systra.com>
Subject: #27421, NH/26/16289 - DM/26/1199 - Land south of Leacroft - HR - NH response 19/08/26

Your Reference: DM/26/1199 - Land south of Leacroft, London Road, Hickstead, West Sussex

Proposal: Discharge of condition nos 2, 3, 4, 5 and 6 relating to application DM/23/1339

Our Reference: #27421, NH/26/16289

Dear Steven,

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.

Kind regards,

Nigel De Wit MRTPI, Spatial Planner
South East Region, Operations Directorate
National Highways

Mobile: 07751 730 517

Web: <http://www.nationalhighways.gov.uk>

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

Sent: 29 July 2026 13:44

To: Planning SE <planningse@nationalhighways.co.uk>

Subject: #27421 RE: #27250, #27290, NH/26/16289 - DM/26/1199 - Land south of Leacroft - HR - NH response 20/07/26

You don't often get email from steven.king@midsussex.gov.uk. [Learn why this is important](#)

Dear Nigel

Following your consultation response, I have received the attached revised CEMP and a note from the applicant.

Could I ask for the comments of National Highways on this please.

Regards

Steven King, BSc (Hons) Dip TP, MRTPI
Team Leader, Major Development
Mid Sussex District Council
01444 477556

Steven.King@midsussex.gov.uk
www.midsussex.gov.uk



Working together for a better Mid Sussex

From: Nigel De Wit <Nigel.DeWit@nationalhighways.co.uk>
Sent: 20 July 2026 15:37
To: Steven King <Steven.King@midsussex.gov.uk>
Cc: Planning SE <planningse@nationalhighways.co.uk>; Sean Moore <smoore@systra.com>; JONES Derek <djones1@systra.com>
Subject: #27250, #27290, NH/26/16289 - DM/26/1199 - Land south of Leacroft - HR - NH response 20/07/26

Your Reference: DM/26/1199 - Land south of Leacroft, London Road, Hickstead, West Sussex

Proposal: Discharge of condition nos 2, 3, 4, 5 and 6 relating to application DM/23/1339

Our Reference: #27250, #27290, NH/26/16289

Dear Steven,

Thank you for your emails of 29 June and 7 July 2026 consulting National Highways regarding the above referenced discharge of conditions application.

We are concerned about the safety, reliability, and operational efficiency of the Strategic Road Network (SRN), in this case the A2300 in the vicinity of the site.

We have reviewed the application and submitted documents.

As highlighted in our response dated 04 June 2026, our focus is on condition 2 (Construction Management Plan).

Condition 2 (Construction Management Plan)

Our response of 04 June 2026 highlighted that the submitted Construction Environmental Management Plan (CEMP) (May 2026) omitted information required by condition 2 of planning permission DM/23/1339.

We have reviewed the updated CEMP (June 2026 revision – uploaded to the planning portal on 24 June) in the context of our previous comments and the requirements of condition 2.

The revised CEMP (June 2026) does not demonstrate that construction HGVs can safely access and egress the site using the existing access arrangement.

The swept path analysis indicates that the largest construction vehicles rely on a widened access in order to enter the site, turn within it, and exit in forward gear.

However, the current CEMP does not secure that widened arrangement, nor does it demonstrate through an amended access design and supporting swept path analysis that safe construction access can be achieved on that basis.

It is recommended that the CEMP is updated to include the proposed widened access design, prepared in accordance with the relevant Design Manual for Roads and Bridges (DMRB) requirements and supported by an appropriate DMRB GG 104 safety risk assessment (including satisfactorily completed Road Safety Audit (Stage 1) and Walking, Cycling, and Horse-riding Assessment and Review (WCHAR)) of the revised access arrangement.

The amended CEMP should also include swept path analysis demonstrating that construction HGVs can safely access and egress the site via the widened access, together with 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 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.

Kind regards,

Nigel De Wit MRTPI, Spatial Planner
South East Region, Operations Directorate
National Highways

Mobile: 07751 730 517

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