

Andy Watt

From: [REDACTED]
Sent: 26 August 2026 15:14
To: [REDACTED]
Cc: [REDACTED]
Subject: #27535, #27551, #27571, NH/26/15298 - DM/26/0165 - Wishing Wells Farm Shop - HR - NH response 26/08/26
Attachments: NH2615298_DM260165_Wishing_Wells_Farm_Shop_HR_050826.pdf

Your ref: DM/26/0165 - Wishing Wells Farm Shop

Our ref: #27535, #27551, #27571, NH/26/15298

[REDACTED]

I hope this email finds you both well.

Thank you for sharing additional information in support of the above referenced application.

We have copied in the case officer at Mid Sussex District Council, Andy Watt, because we received a consultation from the council on the email from Wayne dated 14 August 2026.

The additional information comprises:

- Email from Wayne Robbins dated 13 August 2026 addressed to Andy Watt, Mid-Sussex District Council
- Email from Roger New to National Highways dated 18 August 2026
- Email from Mid-Sussex District Council consulting National Highways on the email from Wayne Robbins dated 14 August 2026.

For context, we have attached our current holding recommendation to the application dated 05 August 2026.

We have reviewed the additional information in the context of our holding recommendation.

The matter that needs to be resolved is access and egress to the site.

It needs to be demonstrated that these movements can take place safely in accordance with the relevant standards in the Design Manual for Roads and Bridges (DMRB).

We share the objective of the applicant of finding a solution to make this development proposal acceptable in planning terms as it relates to the impacts on the Strategic Road Network (SRN), in this case the A2300.

The applicant's consultant accepts that having reviewed the vehicle tracking, it is not possible for an HGV exiting the site to the north to have no overhang into the opposing side of the A2300 carriageway without running over part of the dropper kerb (email from Roger New dated 18 August 2026). Roger acknowledges that some minor works to reposition the dropper kerb would therefore seem to be necessary.

In order to progress this case, the applicant needs to provide a drawing of the proposed form of access showing the dropper kerb being relocated and flush kerb extended to accommodate the safe exit movement of the design vehicle (demonstrated by an updated swept path analysis).

This design would need to be subject to the Road Safety Audit (RSA) (Stage 1) process, and the Walking, Cycling, and Horse-riding Assessment and Review (WCHAR) process as set out in the DMRB (please see GG 119 for the RSA and GG 142 for the WCHAR).

Having considered the requirements of GG 119 and GG 142, the applicant may wish to submit exemption statement(s) for these processes for our review.

We should highlight that at the post-planning stage, the applicant would need to engage with a s.278 agreement (Highways Act 1980) with National Highways to govern the delivery of any changes to the public highway. We have highlighted this in our current holding response to the application (see attached).

We are happy to work with the applicant on addressing these matters. We request that a co-ordinated approach is taken which limits the number of emails being directed to various parties.

@Andy Watt – we are happy for this email to represent National Highways' response to the consultation from Mid-Sussex District Council on the email from Wayne Robbins dated 14 August 2026.

In the meantime, we maintain our holding recommendation to the application.

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

For information about our engagement with the planning system please visit <https://highwaysengland.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

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