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Sent: 20 July 2026 15:37:24 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: #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
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