



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

From: Hermes Luli (Head of Planning & Development)
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To: Adur & Worthing Councils (FAO Peter Barnett)
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CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: AWDM/0706/25

Location: 74 Old Shoreham Road and land South of 72 to 88A Old Shoreham Road, Lancing, West Sussex

Proposal: Demolition of existing bungalow at 74 Old Shoreham Road to enable access to land to the rear for the construction of nine dwellings along with associated infrastructure

National Highways Ref: NH/25/12134

Referring to the consultation on a planning application dated 21 July 2025 referenced above, in the vicinity of the A27 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: 12 January 2026

Name: Nigel De Wit

Position: Spatial Planner

National Highways

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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.

Recommend that conditions should be attached to any planning permission that may be granted: Reasons

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of the A27 at Lancing.

We have reviewed the submitted information and concluded that the proposed site access modifications are acceptable. The Road Safety Audit (RSA) Stage 1 process for the new access has concluded, with provisional agreement provided for the Departure from Standards.

The necessary formalising of the service road to allow only one-way movements and restrict parking will require a Traffic Regulation Order (TRO).

Additionally, we envisage the SRN being a likely route for construction traffic and given the proximity of the site to the SRN we have therefore recommended a condition for a Construction Environmental Management Plan be attached to any planning consent granted at the site.

Accordingly, having assessed application AWDM/0706/25 we are content that the proposals, if permitted, would not have an unacceptable impact on the safety, reliability, and/or operational efficiency of the Strategic Road Network in the vicinity of the site A27 provided that the following conditions are imposed, reflecting DfT Circular 01/2022 and MHCLG NPPF December 2024 (Para 115-118 tests).

1. Highway Works

Condition: Prior to occupation of any part of the development the proposed highways works as set out in RGP drawing reference 2023/7464/001 P7 should be completed and open to traffic.

Reason: To ensure safe and suitable access in accordance with paragraphs 115 and 117 of the National Planning Policy Framework (December 2024).

Informative: The proposed access is off a SRN service road onto the A27. The site access details are agreed with National Highways having been through the RSA stage 1 process. The delivery of the site access is reliant on the satisfactory completion of a TRO process to formalise the service road as a one-way street and also restrict parking. Planning permission in itself does not permit these works.

It is the applicant's responsibility to ensure that before commencement of any works to the public highway, any necessary agreements under the Highways Act 1980 are also obtained (and at no cost to National Highways). Works to the highway will require an agreement or agreements, under Section 278 of the Highways Act, with National Highways.

2. Construction Environmental Management Plan (CEMP)

Condition: No part of the development hereby permitted shall commence until a Construction Environmental Management Plan has been submitted and agreed in writing by the Local Planning Authority. Construction of the development shall then be carried out in accordance with the agreed Construction Environmental Management Plan.

Reason: To mitigate any adverse impact from the development on the A27 trunk road in accordance with DfT Circular 01/2022.

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.