

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jackie Fox
FROM:	WSCC – Highways Authority
DATE:	1 September 2026
LOCATION:	Celty 54A Henty Road Worthing West Sussex BN14 7HF
SUBJECT:	AWDM/0825/26 Boundary treatment changes including a new pedestrian gate and an electric sliding gate to the vehicular entrance.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

The proposal is for Boundary treatment changes including a new pedestrian gate and an electric sliding gate to the vehicular entrance, at 54A Henty Road, Worthing. Henty Road is a 30mph D classified road. There are no registered highways collisions at or within proximity of the site and therefore no known existing highways safety issues to flag that the proposal may exacerbate an existing concern.

The Highway Authority has been previously consulted on matters at this location under AWDM/0956/20- which sought for Construction of two-bedroom single-storey detached dwelling in part of garden west of No. 54, utilising existing parking space, with 1no. new parking space to serve 54 Henty Road. The LHA raised no severe highway safety concern to this proposal- the application was refused by the Local Planning Authority for reasons unrelated to highway safety. The application was later approved at appeal.

Prior to this, an application was submitted under AWDM/0567/20 for construction of two-bedroom single-storey detached dwelling in part of garden west of No. 54, utilising existing parking space, with 1no. new parking space to serve 54 Henty Road. This was refused by the LPA.

Following the appeal, the applicant then submitted proposals for light tunnels at this location, under AWDM/1492/23.

Boundary Treatment

In principle, the proposal for a fenced boundary line in this location would not be anticipated to cause a severe detrimental impact on Highway Safety.

There are a number of vehicular accesses within Henty Road which encourage road users to anticipate emerging vehicles from the back of the footway. Furthermore, this paired with on-street parking encourages oncoming vehicles to progress cautiously along this road where pedestrians may emerge between parked cars.

It is considered that other residents in this location may operate on a similar basis when emerging onto the highway, by edging slowly forward and overhanging the footway temporarily while obtaining additional visibility.

Pedestrian visibility splays appear to be built into the access to the Close, which allows emerging vehicles additional visibility of oncoming footway users.

There is a discrepancy between the plans submitted and the planning statement provided. The plans do not show that the fencing will be 1.2m at the angled pedestrian access,

contrary to the statement provided by Turner Associates. The plans show a 1.8m fence surrounding all property boundaries.

The Local Highway Authority (LHA) does note that when the original application was permitted for a bungalow, at appeal, the inspector stipulated that a 1.2m fence would be sufficient height over a 1.8m fence around all property boundaries and conditions were included stipulating such. Should the LPA therefore consider a 1.2m height around the perimeter of this property? A 1.2m height may also facilitate an improvement over that of a 1.8m fence as outlined within the associated Planning Statement.

Signage

Street signage has historically been positioned at the angled south-western property boundary, adjacent to the junction with Henty Close. It is unclear whether this signage has been relocated, or whether this is proposed to be re-installed in place. The applicant is advised that in order for the pedestrian access to be used, the sign may require formal relocation, this may also be at the applicants' own financial expense.

Gates

An electronic sliding gate at the vehicular access, reduces vehicle waiting time in the carriageway. There are examples of other, similar accesses locally which appear to operate with no known safety concern. Any mechanisms for the sliding gate should be located within the site and should not overhang the publicly maintained highway boundary.

The pedestrian access gate should open internally of the site as shown within the associated documentation, and not open outward into the highway, the LHA would not support any gates overhanging onto the highway.

Conclusion

The Local Highway Authority does not consider that the proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal.

Jodie Wilkes

West Sussex County Council – Planning Services