National Highways Planning Response (NHPR 26-09)
Formal Recommendation to an Application for Planning Permission

From: Hermes Luli (Head of Planning & Development)
Operations Directorate
South East Region
National Highways
Planningse@nationalhighways.co.uk

To: Adur & Worthing Councils (FAO Finlay Gardner)
planning@adur-worthing.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: AWDM/0233/26

Location: 113 Upper Brighton Road Worthing West Sussex BN14 9JD

Proposal: Secondary vehicular access to create in out driveway, new brick wall with piers

National Highways Ref: NH/26/16006

Referring to the consultation on a planning application dated 23 April 2026 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 relevant to this application.[1]

[1] Where relevant, further information will be provided within Annex A.

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: [redacted]	**Date:** 06 November 2026
Name: Nigel De Wit	**Position:** Spatial Planner

National Highways
Ground Floor, Building 1000, Cathedral Square, Guildford, GU2 7YL
www.nationalhighways.co.uk

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.

Highways Act Section 175B

In accordance with Section 175(b) of the Highways Act 1980 (as inserted by The Infrastructure Act 2015) National Highways does not consent, at present, to the formation of an access on to the A27 trunk road.

Recommend that planning permission not be granted for a specified period: Reasons

It is recommended that the application should not be determined for a period of three months until **05 February 2027**.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

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.

We have reviewed the submitted documents in the context of the government's policy for the SRN which is the Department for Transport Circular 01/2022 and the Design Manual for Roads and Bridges (DMRB). This proposal includes the formation of an additional access on to the A27.

Since our response of 06 August 2026, no additional information addressing the matters we have raised has been submitted and uploaded to the planning application webpage. We therefore maintain our holding recommendation, as set out below.

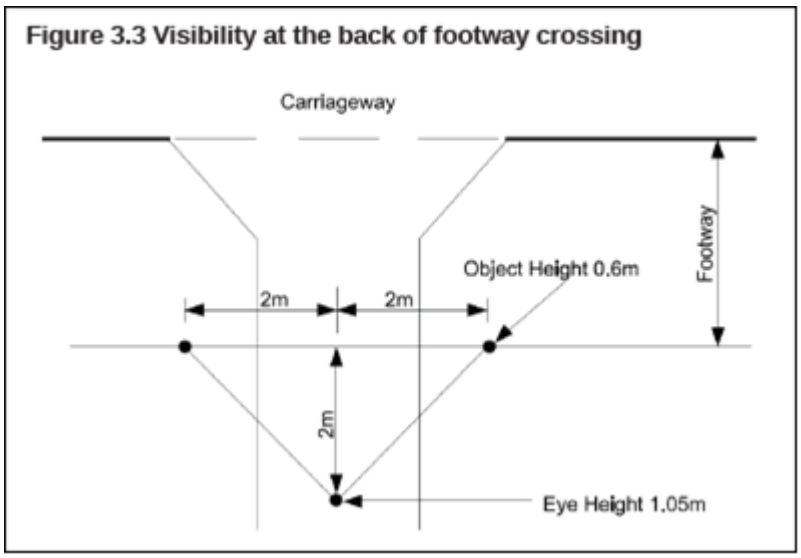
Throughout this response **ACTION points** for the applicant are highlighted in **underlined bold**.

Site access – design review

The proposed scheme shows truncated visibility splays of 4.5m x-distance and a 65m y-distance.

As the A27 is part of the SRN, visibility splays measured from the edge of carriageway must be in accordance with the standards in the Design Manual for Roads and Bridges. **The applicant will need to provide visibility splays which are required to be shown in full as per DMRB CD 123 to ensure that the visibility splays are clear of obstructions.**

Clause 3.3 of DMRB CD 123 states that "where a direct access crosses a footway, a visibility splay shall be provided in accordance with Figure 3.3". Figure 3.3 is shown below. A clear visibility splay measured from a point 2m from the rear of the footway, in each direction for 2m shall be provided.



(Source: DMRB)

Additional requirements
A number of additional documents are required to demonstrate the safety of the SRN. The applicant will be required to submit the following:

- **An access design compliant with DMRB CD 123.** Any Departures must be justified and approved through National Highways' standard procedures.
- **Scaled drawings showing DMRB-compliant visibility splays and the proposed access geometry.**
- **Swept paths for the largest anticipated vehicle, demonstrating safe access and egress in forward gear.**
- **A Walking, Cycling and Horse-riding Assessment and Review (WCHAR) will be required in accordance with DMRB GG 142, or an exemption note will need to be submitted.**
- **A Stage 1 Road Safety Audit which will need to be satisfactorily completed in accordance with DMRB GG 119.**

Should planning permission be granted, the applicant would need to enter into a s.278 (Highways Act 1980) agreement with National Highways to govern the delivery of the scheme.

Conclusion

Given the above, it is currently not possible to determine whether the application would have an unacceptable impact on the safety, reliability and/or operational efficiency of the SRN.

National Highways currently recommends that planning permission not be granted (other than a refusal if the Council so wishes) for a period of three months until 05 February 2027 to allow the applicant to resolve the outstanding matters.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

Standing advice to the local planning authority

The UK Government has committed to achieving net zero greenhouse gas emissions by 2050 through amendments to the Climate Change Act 2008. The National Planning Policy Framework (NPPF) supports this objective, with Chapter 5 recognising the need to support the transition to a low carbon future and contribute to achieving net zero by 2050. Policies CC2 and TR3 promote sustainable patterns of movement, reduce reliance on the private car and seek to ensure that significant development is located where it offers a genuine choice of transport modes.

Policies TR3 and TR4 also advise that opportunities to improve walking, wheeling, cycling and public transport should be taken up as part of a vision-led approach to creating sustainable, inclusive and well-connected places.

These considerations should be weighed alongside any relevant Development Plan policies to ensure that planning decisions support sustainable travel patterns and align with the transition to net zero by 2050.