

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barnett
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	19 August 2026
LOCATION:	Land South Of West Street And West Of Loose Lane Sompting West Sussex
SUBJECT:	AWDM/0845/26 Application for Approval of Reserved Matters for Phase 3 following hybrid planning permission AWDM/0323/19. Details regarding the scale, layout, appearance, access and landscaping for the erection of 278 dwellings (including 30% affordable housing), a pocket park, LEAP and public open space, and car parking. Includes the submission of details pursuant to Conditions 15 (CEMP), 16 (bat sensitive lighting strategy), 18 (noise), 20 (cycle parking), 21 (car parking), 23 (waste and refuse), 27 (sustainability), 31 (nature conservation), 32 (external materials) and 36 (boundary treatments) of AWDM/0323/19.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information / modification

The application is for Reserve Matters of phase 3 of the hybrid application ref AWDM/0323/19 for development at Land South Of West Street And West Of Loose Lane, Sompting. The application also seeks to discharge conditions relating to the original application.

Access

Vehicular access was considered as part of the original application and connections from phase 3 are provided onto phase 1 and the approved access at Loose Lane.

Sustainable Transport Connections

Agricultural Link – A 4m shared footway/cycleway/agricultural link is provided through the site on a north south alignment starting close to the southern end of Loose Lane. No details

have been provided as to how cyclists would rejoin the carriageway at its northern end. At the avenue a 3m wide shared use facility is provided and provides a connection eastwards. Consideration should be provided to providing cycle priority across the avenue and along the shared use path.

Vehicle tracking should be provided for the largest anticipated agricultural vehicle to utilise the link.

Western shared use facility

The shared use facility does not provide legible and coherent connections to the existing shared use path that ends at the car park. The issue was raised in the original application and has not been addressed.

Eastern shared use facility

A connection on Test Road for pedestrians and cyclists is shown, details of the link were not secured at the outline stage however it provides additional permeability to the site and is supported.

Improvements should be provided to Test Road to enable cyclists to rejoin the carriageway and pedestrian to join the existing footway. The land is within the highway boundary and as such detail could be secured via condition.

A connection from the eastern shared surface should be made to enable cyclists and pedestrians to join the facility without the need to double back to the south or pass through the landscaping.



Visibility Splays

Visibility Splays are based upon a design speed of 20mph for the primary streets and 15mph for shared surfaces and private drives

It is noted that in a number of locations that the end of the visibility splays pass through on street parking spaces. The approach is acceptable based on guidance contained within Manual for Streets

Vehicle tracking has been provided for a refuse vehicle and fire tender and both are acceptable.

Adoption

Plans have been submitted to indicate the proposed extent of highways adoption. This process would take place as part of the highways agreement process.

The private drives by dwelling nos 193, 243 and 258 do not have ramped transitions as per other transitions.

Condition 20 – Cycle Parking

Cycle Parking is provided within garages or cycle sheds for houses and cycle stores for apartments and is acceptable.

35 visitor cycle parking spaces (Sheffield stands) are provided within the development and provide for visitors to the apartments or Open Space

Condition 21 – Car Parking

A total of 528 allocated parking spaces are to be provided (including 56 garages counting as 28 spaces) against a WSCC parking guidance provision of 537 for PBZ1. Given the allowable 10% variation to the standards supported by the provision of sustainable transport infrastructure no concerns are raised by the level of allocated parking.

Properties 2, 40 and 41 would be provided with driveways where it would be possible to triple park rather than tandem park, given this only effects 3 dwellings, the potential inconvenience of the movement and proposed level of parking then no concerns are raised.

57 visitor parking spaces and 1 car club parking space is located adjacent to the pocket park are also provided. The visitor parking spaces are spaced around the development however do have a focus in the vicinity of the larger dwellings at the edge of the site.

14 motorcycle parking spaces are also provided.

It is noted that the parking standards identified within the planning statement do not reflect those presented in the Transport Statement which do reflect the WSCC guidance.

Conclusion

Further Information/modifications are requested upon:

Cycle Connectivity / priority

Agricultural Vehicle Tracking

Transitions to private drives

No objection is raised to the discharge of conditions 20 and 21 for phase 3.

Stephen Gee

West Sussex County Council – Planning Services