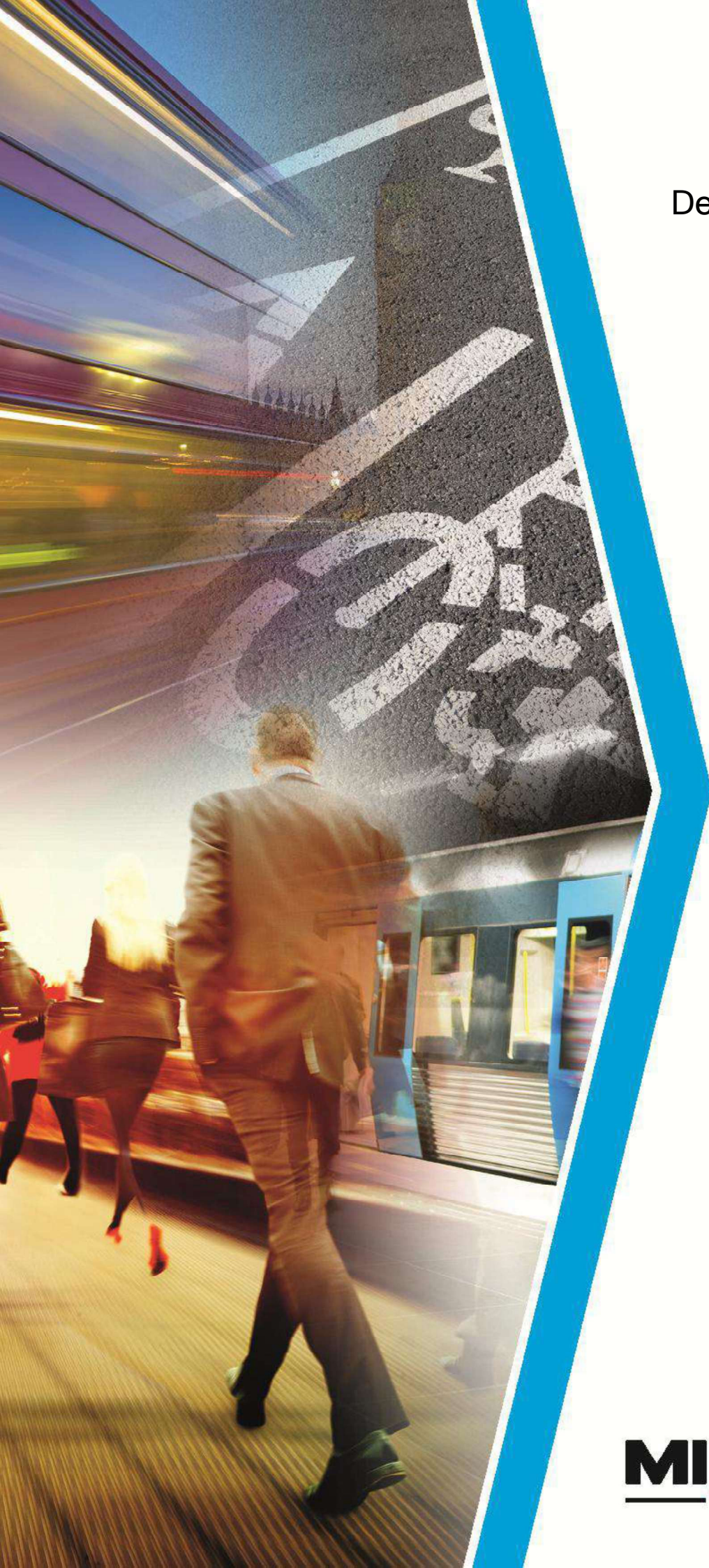




Malthouse Meadows,
West Sompting -
Phase 3 Residential
Development (Reserved
Matters Application)

Highways & Transport
Technical Note
prepared on behalf of
Persimmon Homes
Thames Valley

June 2026

Malthouse Meadows, West Sompting - Phase 3 Residential Development (Reserved Matters Application)

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1. Introduction

Scope of Technical Note

- 1.1 This Highways & Transport Technical Note (TN) has been prepared by Milestone Transport Planning (MTP) on behalf of Persimmon Homes Thames Valley (*'the applicant'*) in support of a Reserved Matters (RM) application for the erection of approximately 278 dwellings with associated infrastructure, landscaping and parking as part of Phase 3 development on land at Malthouse Meadows, West Sompting (*'the Site'*).
- 1.2 This RM application falls under the jurisdiction of Adur District Council (ADC) as Local Planning Authority (LPA) and West Sussex County Council (WSCC) as Local Highway Authority (LHA).
- 1.3 The location of the wider Site in relation to the local area is shown in Figure 1.

Figure 1 Site Location



- 1.4 The purpose of the TN is principally to assess the proposed access, parking, delivery, and servicing arrangements as well as the internal road layout for the RM scheme, in the context of the approved outline application.
- 1.5 The TN will also affirm the baseline conditions surrounding the Site and its trip generating potential as established in the outline planning application Transport Assessment prepared by I-Transport.

Planning History

- 1.6 The hybrid planning application (Reference: AWDM/0323/19) for up to and including 469 residential was granted by the LPA on 20th September 2020. Whilst this RM application relates to the Phase 3 residential elements of the original consent.

- 1.7 A Transport Assessment (TA) (Reference: JDW/RS/ITB12233-004B), prepared by iTransport was submitted in support of the approved hybrid planning application in February 2018, which set out the core principles of the development in terms of trip generating potential, with those approved trip rates utilised within this TN.

Report Structure

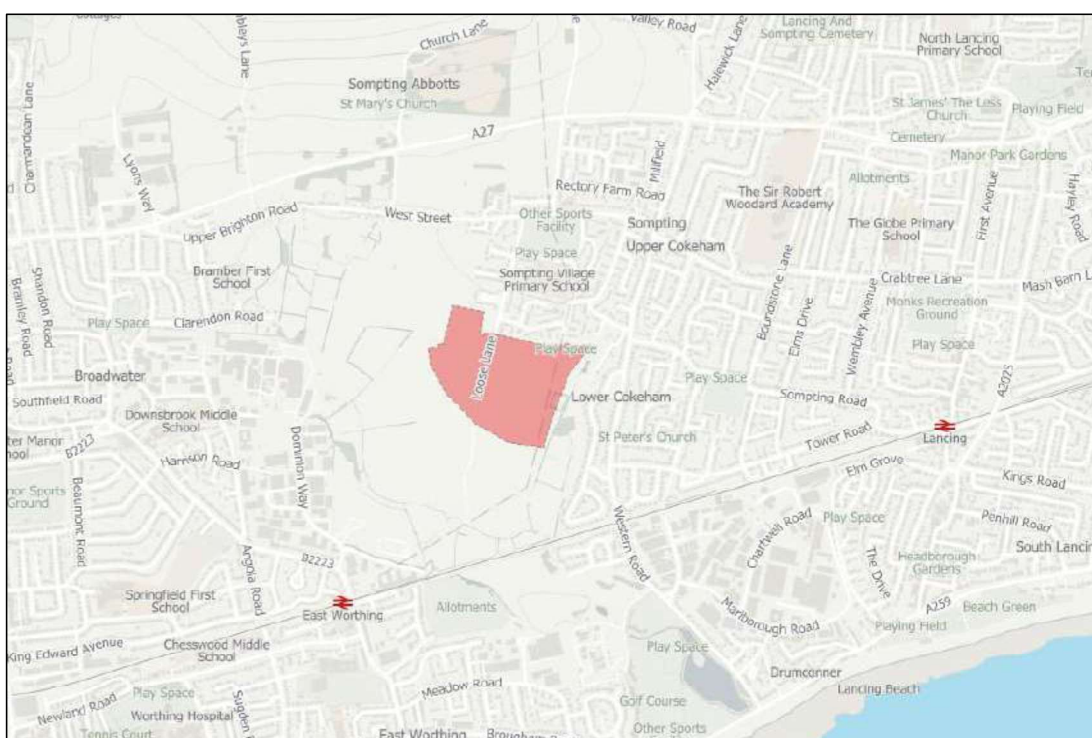
- 1.8 The remainder of the TN is structured as follows:
- Section 2 assesses the baseline highways and transport conditions within the vicinity of the Site, its accessibility to local amenities, and opportunities for future households to travel by sustainable modes for a variety of journey purposes;
 - Section 3 describes the development proposals including the access, parking, delivery, and servicing strategy with reference to supporting plans and swept-path analysis;
 - Section 4 considers Site trip generation as set out in the outline planning application TA; and
 - Section 5 summarises the report's main findings.

2. Accessibility

Site Location

- 2.1 As shown in Figure 2, the Site is located on the western edge of Lancing, and as such benefits from being accessible on-foot to a range of local amenities and public transport services. The Site is bound by residential dwellings to the east, open land to the south and west, with West Street running along the north of the southern parcel.
- 2.2 The Site currently comprises open green field / undeveloped land with some mature boundary hedgerows and trees.

Figure 2 Local Site Context



Accessibility by Foot & Cycle

- 2.3 Within various national, regional, and local planning policy and best practice guidance documents, the 'active' modes of walking and cycling are recognised as having the potential to replace short journeys undertaken by private car.

Loose Lane

- 2.4 Loose Lane forms the eastern access to the southern parcel of land and provides a connection to other residential streets to the east of the Site. Along Loose Lane, north of the junction with White Styles Road there is a footway on the western side. To the south of the junction there are footways either side with the exception of a short section south of Sylvan Road where there is only footway provision on the eastern side.