

West Street

- 2.5 At the eastern end of West Street footways are present on either side of the carriageway. The central section of West Street between Loose Lane and Church Lane has a continuous footway on the southern side of the road and an intermittent footway on the northern side. It should be noted that this section of West Street has been realigned to provide access to the Phase 1 element of the development, with a new minor arm extending from the realigned carriageway to serve the western section of West Street. Footways are provided on either side of the carriageway extending into the Site.
- 2.6 The western section of West Street between Church Lane and Upper Brighton Road has a narrow footway provided primarily on the northern side and occasionally on both sides. The footway is interspersed with driveway and shared over-runable areas.

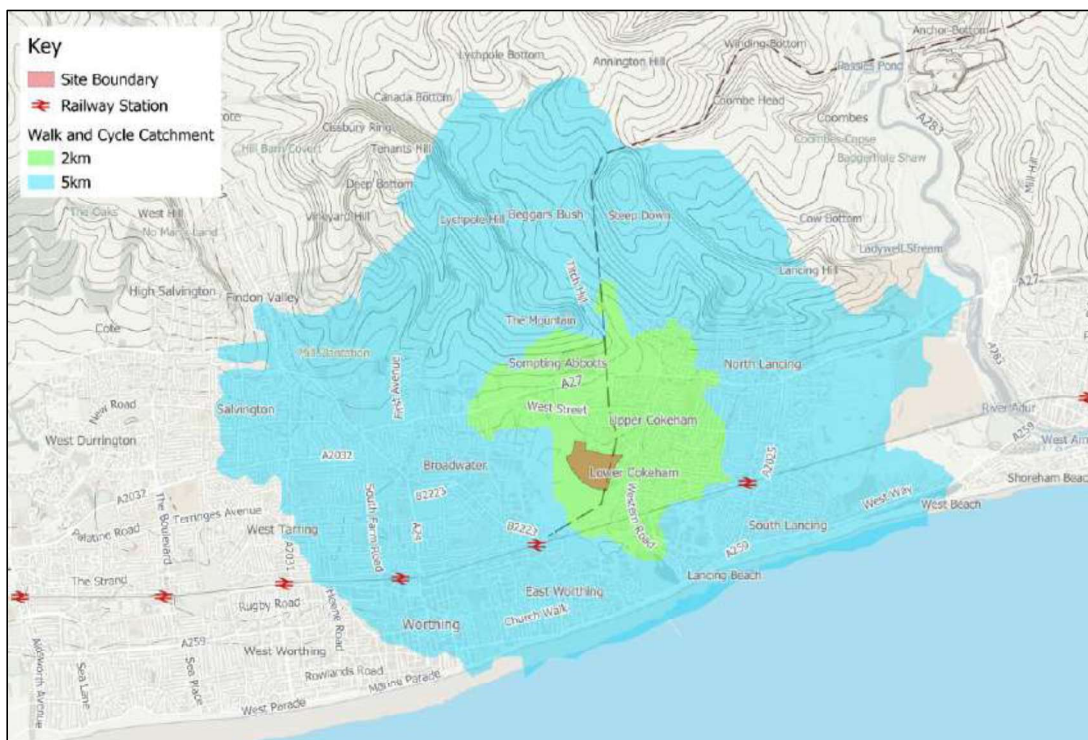
Sylvan Road / Test Road

- 2.7 Sylvan Road provides a connection to Test Road from Loose Lane to the east of the wider sites southern parcel. Footway provision is available on either side of the carriageway for its entirety.

Test Road

- 2.8 Test Roads connects north to West Street and has footways on either side as well as being lit and subject to 30mph. At some points along Test Road it is also subject to narrowing as a result of on-street parking. Test Road continues as a private track circa 60-metres south of the junction with Sylvan Road.
- 2.9 The Chartered Institute of Highways and Transportation's (CIHT's) publication 'Providing for Journeys on Foot' (2000) states the average length of a walk journey is 1.0-kilometre. It further suggests a preferred maximum walking distance of 2.0-kilometres for commuting / school journeys and 1.2-kilometres for other journey destinations. Other national planning guidance / best practice publications have previously recommended a maximum distance of 5.0-kilometres for reasonably fit individuals to cycle to / from workplace destinations.
- 2.10 Figure 3 illustrates the potential 2.0-kilometre walk and 5.0-kilometre cycle catchment area of the Site, illustrating that large portions Lancing are within walking distance, whilst several railway stations including Lancing are within 20-minutes cycle.

Figure 3 Walk & Cycle Catchment



Public Transport Accessibility

Bus

- 2.11 The nearest bus stop to the Site is 'Avon Close' located on Sylvan Road around 264-metres (3-minutes) from the centre of the site.
- 2.12 Additional stops are located on Loose Lane, Hamble Road and Church Lane. Loose Lane is located 386-metres (5-minutes) walking distance from the centre of the Site. Access to the stops on Loose Lane will be provided through the provision of a new pedestrian route between the Site and Peveril Drive.
- 2.13 The Site is therefore served by frequent bus services providing access to the nearby centres of Worthing and Lancing from Monday through to Saturday as well as access to Downlands Business Park and Retail Centre, Downsbrook Trading Estate and Hams Bridge Trading Estate. Services are also accessible to Lancing and Worthing Railway station.
- 2.14 A summary of bus services in the vicinity of the site can be found below at Table 2.1.

Table 2.1 Summary of Bus Services

Route No.	Frequency (per hour, unless specified otherwise)				Route
	Monday - Saturday		Sunday		
	Day	Eve	Day	Eve	
7	1	1	-	-	Lancing - High Salvington
16	1	1	-	-	West Tarring - Lancing Broadway

Rail

- 2.15 Lancing Railway Station is located approximately between 2.3-kilometres to the southeast of the Site, roughly a 7-minute cycle. The rail station is managed by Southern Railway and is situated on the West Coastway Line. It provides frequent, direct rail services to a host of local and regional destinations including London Victoria, Brighton, Southampton Central and Worthing.
- 2.16 Additionally, East Worthing Railway Station is located approximately 3.9-kilometres south-west of the Site, however the station provides no cycle storage or car parking facilities. Table 2.2 summarises the local train destinations and frequencies from Lancing Railway Station.

Table 2.2 Summary of Rail Services

Destination	Frequency (Per Hour)	Time
Littlehampton	3-4	25 Minutes
Brighton	3	21 Minutes
West Worthing	3-4	6 Minutes
Portsmouth Harbour	2	1 Hour 3 Minutes
London Victoria	2	1 Hour 20 Minutes
Southampton Central	2	1 Hour 30 Minutes

- 2.17 The rail station contains storage racks with capacity for 24 cycles, providing an opportunity for future households to travel by a multitude of modes to various local, regional and national destinations. Access to the platforms is achieved by the level crossing outside the station on South Street, which has a footbridge to cross the railway line when the crossing barriers are closed.

Accessibility to Local Amenities

- 2.18 As identified in Table 2.3, the Site benefits from being accessible on-foot and by cycle to a broad range of amenities, which are likely to cater for the convenience, education, healthcare, retail, and leisure needs of future households.

Table 2.3 Summary of Local Amenities Accessible On-Foot and By Cycle

Type of Amenity	Destination	Distance	Walk Journey Time	Cycle Journey Time
Convenience / Retail	The Co-Operative	500-metres	7-minutes	1-minute
	Village Convenience Stores	1.1-kilometres	16-minutes	4-minutes
	One Stop	1.1-kilometres	16-minutes	4-minutes
	Lyons Farm Retail Park	2.4-kilometres	32-minutes	7-minutes
Education	Sompting Village Primary	450-metres	6-minutes	1-minute
	Big Teds Nursery	450-metres	6-minutes	1-minute
	Bramber Primary School	1.8-kilometres	24-minutes	5-minutes
	The Globe Primary School	2.1-kilometres	28-minutes	7-minutes
	Worthing High School	4.1-kilometres	55-minutes	14-minutes
Healthcare	Ball Tree Surgery	1.0-kilometres	13-minutes	3-minutes
	Cokeham Pharmacy	1.1-kilometres	15-minutes	4-minutes
	Boots	2.2-kilometres	28-minutes	7-minutes
	Craigwell Dental Practice	2.3-kilometres	30-minutes	8-minutes
	Worthing Hospital	4.7-kilometres	59-minutes	15-minutes
Leisure	Reformer Pilates Worthing	600-metres	9-minutes	2-minute
	The Gym Group Worthing	2.3-kilometres	29-minutes	8-minutes
	Lancing Beach	2.9-kilometres	39-minutes	10-minutes
Employment	Rectory Farm Road Industrial Units	850-metres	12-minutes	3-minute
	Lancing Business Park	1.9-kilometres	26-minutes	6-minutes
	Downland Business Park	2.1-kilometres	27-minutes	7-minutes
	Downsbrook Trading Estate	2.8-kilometres	36-minutes	8-minutes

Summary

- 2.19 It is evident that the Site is well connected to the local highway network with good sustainable access to Lancing, Worthing and Sompting with a comprehensive range of local and accessible services and local sustainable transport with a good level of service.
- 2.20 The location of the Site reflects the requirements of the NPPF, regional and local policy in ensuring that patterns of growth make the fullest possible use of walking, cycling and public transport, and focus significant development in locations which are sustainable. It is evident that by virtue of the Site's location, future households would be provided with a realistic choice in travel modes for undertaking day-to-day journeys, thereby reducing their reliance on the private car.

3. Development Proposals

Overview

- 3.1 The approved wider Site comprises of 469 dwellings (Use Class C3) of mixed size, tenure, and type. As previously mentioned this RM Application comprises the erection of up-to 278 residential dwellings with associated infrastructure, landscaping and parking areas on land at Malthouse Meadows, West Sompting.
- 3.2 A total of 278 units will be provided, comprising:
- 194 units for open market;
 - 63 units for affordable rent; and
 - 21 units for affordable market.
- 3.3 A masterplan of the development proposals can be found attached at Appendix 1.

Proposed Access Arrangements

Vehicular

- 3.4 Vehicular access to the Site will be achieved via Phase 1, with the internal carriageway extending into the Phase 3 Site.
- 3.5 Internal carriageway widths will be:
- 5.5-metres for primary streets;
 - 4.8-metres for secondary streets; and
 - 6 - 6.8-metres for shared surfaces.

Pedestrian / Cyclist

- 3.6 There will be a number of access points for pedestrians and cyclists in addition to the main vehicular access points. This is in order to create a permeable and accessible layout that encourages connectivity throughout the Site and wider area. Where footways are provided, these will be to a minimum width of 2-metres.
- 3.7 Through the centre of the Site a 4-metre shared footway / cycleway / agricultural link is proposed, aiding north-south movements. Extending from the aforementioned 4-metre footway / cycleway, is a 3-metre shared footway / cycle way, extending from the south of the Site to the east along the perimeter, linking to Test Road. An active travel link is also provided to the west, which tapers down to 2.7-metres.
- 3.8 The internal highways have been designed to provide a maximum gradient of 1:15, with the majority of highways not exceeding 1:20.
- 3.9 Visibility splays have been provided in accordance with Manual for Streets guidance, based on a design speed of 20mph for the primary carriageways and 15 mph for shared surfaces and private drives. Raised tables, low radii bends, and protected on-street parking corners have been proposed to ensure traffic speeds remain within design parameters.
- 3.10 Drawing No. 612-010 is attached at Appendix 2 to this TN, demonstrating the achievable visibility splays based on both the 20 & 15- mph design speeds.