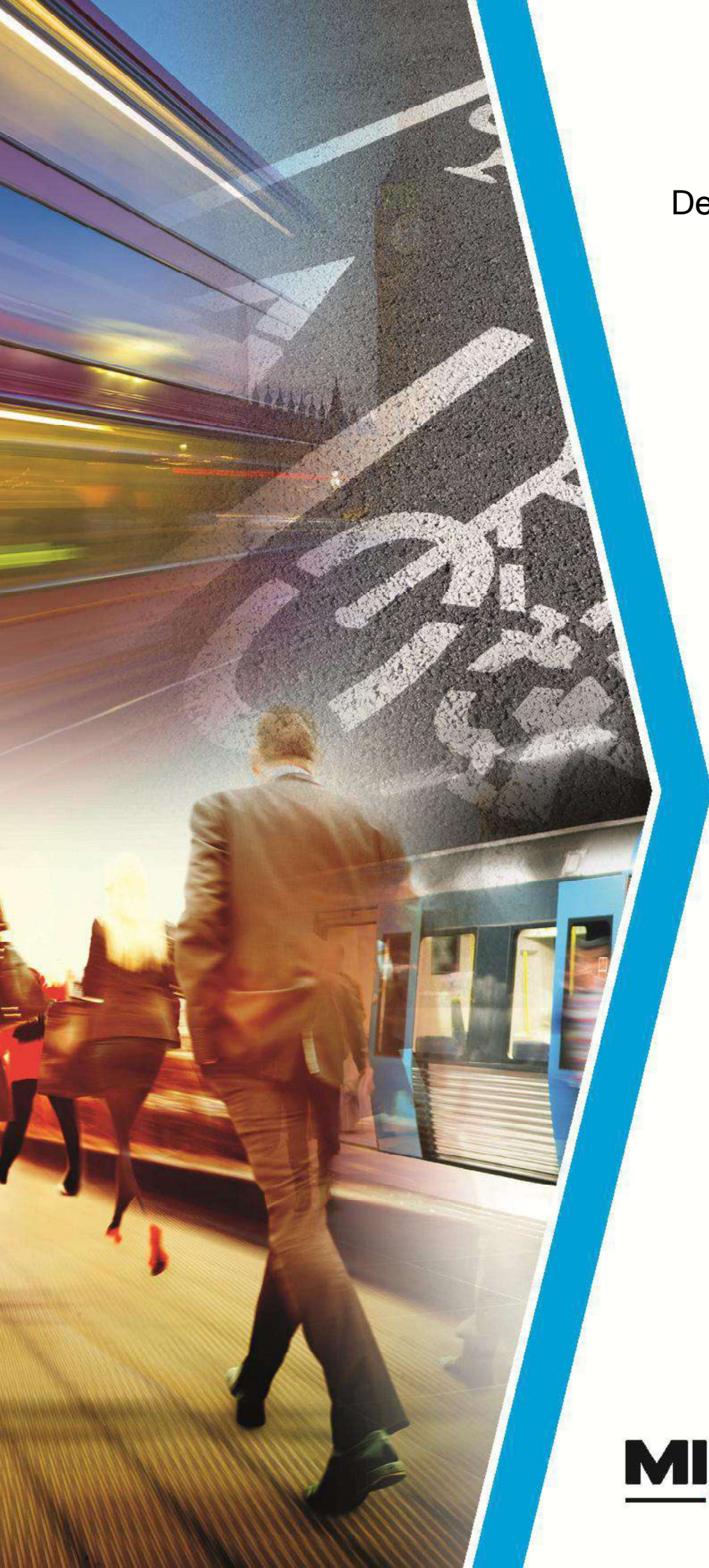




Malthouse Meadows,
West Sompting -
Phase 3 Residential
Development (Reserved
Matters Application)

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

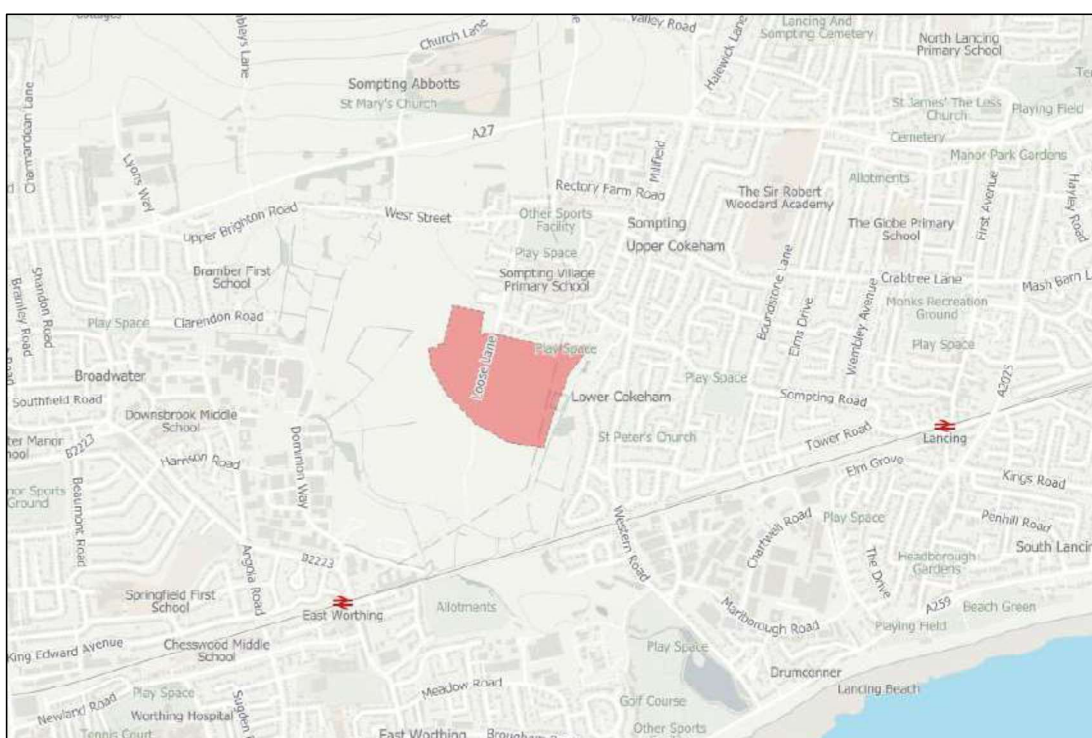
- 1.8 The remainder of the TN is structured as follows:
- Section 2 assesses the baseline highways and transport conditions within the vicinity of the Site, its accessibility to local amenities, and opportunities for future households to travel by sustainable modes for a variety of journey purposes;
 - 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.

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-runnable areas.

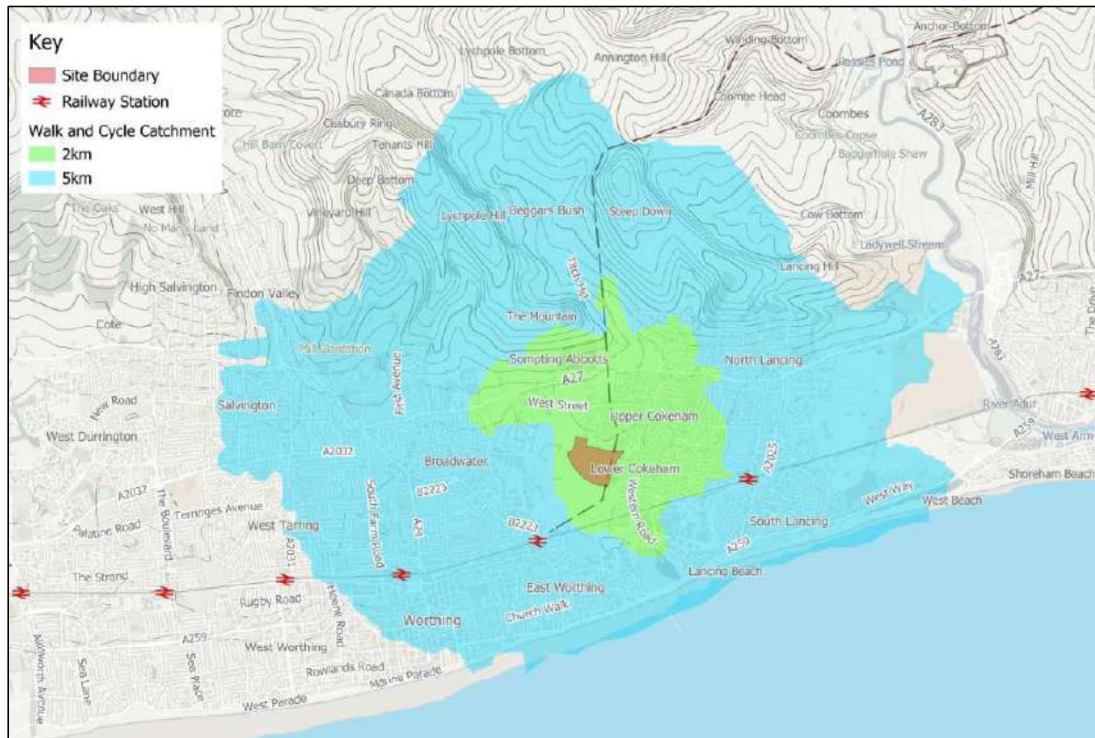
Sylvan Road / Test Road

- 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.

Off-Site Improvements

- 3.11 The Phase 3 element of the development that this TN has been prepared for does not propose any off-site mitigation works. However, to enable Phase 1 and 2 of the development a number of improvements were proposed such as footway / cycleways, pedestrian crossings and wider active travel enhancements. The approved Residential Travel Plan (RTP) also details enhancement to public transport services that will aid in improving wider accessibility for future residents and existing locals.
- 3.12 As such these measures which have been approved by WSCC are deemed appropriate to support this RM application.

Parking Provision

Vehicular

- 3.13 Car parking standards applicable to the development proposals are set out in WSCC's 'Guidance on Parking at New Developments' (September 2020). Parking standards for new residential developments are split into 5 Parking Behaviour Zones. The Site is located within Zone 1 and the relevant parking standards have been reproduced below in Table 3.1.
- 3.14 Each dwelling will be provided with an 'active' Electric Vehicle (EV) charging point. It is also proposed that a minimum of 20% of unallocated / communal vehicular parking spaces, such as those used by flats & apartments, will be provided with 'active' Electric Vehicle (EV) charging capabilities, whilst the remainder of spaces will be provided with 'passive' provision to enable future upgrades should it be required.

Table 3.1 WSCC Residential Parking Standards - Zone 1

Number of Bedrooms	Number of Habitable Rooms	PBZ1 (Spaces per Dwelling)
1	1 to 3	1.5
2	4	1.7
3	5 to 6	2.2
4+	7 or more	2.7

- 3.15 The Site will provide the following:
- 504 allocated parking spaces;
 - 57 visitor spaces;
 - 10 disabled spaces; and
 - 14 motorcycle spaces.
- 3.16 Visitor parking spaces are distributed evenly throughout the Site to ensure consistent coverage is provided for all dwellings who may receive visitors.

Cycle

- 3.17 Cycle parking provision will be provided in accordance with Table 1 of WSCC's 'Guidance on Parking at New Developments' (September 2020) publication. These have been reproduced in Table 3.2 below.

- 3.18 Cycle parking for the houses will be provided in garages, or in sheds located in the rear gardens of each residential unit. For apartment blocks, the covered and secure cycle parking will be provided in the communal areas. A proportion of the cycle parking will be unallocated to cater for visitor demand and promote more efficient use of the resource.

Table 3.2 Residential Minimum Cycle Parking Provision Standards

Dwelling Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up at 4 rooms (1 & 2 bed)	1 space
	5+ rooms (3+ bed)	2 spaces
	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
	4+ rooms (3+ bed)	1 space

Delivery and Servicing Arrangements

- 3.19 It is anticipated that courier-style (e.g. Amazon) deliveries will occur throughout any given day. These deliveries are expected to occur kerbside with no disruption, given the minimal dwell times required.
- 3.20 With regards to waste refuse and recycling collections, these are proposed to be conducted kerbside. Where dwellings are located in areas with reduced accessibility for a refuse vehicle, dedicated bin collection points have been marked to ensure waste operatives have step-free access to collect refuse within the maximum carry distance as per MfS guidance.
- 3.21 Drawing No. 612-TK01-P03, attached as Appendix 3, demonstrates safe simultaneous access throughout the Site by a fire tender and private car, demonstrating safe two-way movements as well as detailing the respective hose carry distances to within 45-metres of the proposed dwellings where appropriate.
- 3.22 Drawing No. 612-TK02-P03, attached as Appendix 4, demonstrates safe simultaneous access throughout the Site by a refuse vehicle and private car, demonstrating safe two-way movements, as well as accessibility to the respective bin collection points. Appendix 4 also details the respective 30-metre carry distances for future end-users and 25-metres for refuse operatives.

4. Potential Trip Generation and Net Impact Assessment

- 4.1 This section of the report presents the multi-modal trip generating potential of the redevelopment proposals and associated impact on the local highway and transport networks during the AM (08:00 - 09:00) and PM (17:00 - 18:00) peak hour periods. This analysis utilises the agreed trip rates as per the approved outline planning application TA.

Proposed Site Operation

Vehicular Trips

- 4.2 The resultant agreed vehicular trip rates and trip generation for 278 dwellings are set out in Table 4.1.

Table 4.1 Peak Hour Residential Vehicle Trip Rates and Generation

Time Period	Trip Rate per Unit			Vehicular Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00 - 09:00	0.137	0.341	0.478	38	95	133
17:00 - 18:00	0.351	0.211	0.562	98	59	156

- 4.3 As shown in Table 4.1, the development will generate 133 and 156 two-way vehicular trips during the AM and PM peak periods, respectively.

Multi-Modal Trips

- 4.4 Furthermore, the agreed multimodal trip rates and trip generation for 278 dwellings are set out in Table 4.2.

Table 4.2 Weekday Multimodal Two-Way Trip Rates and Mode Shares

Mode of Travel	AM Peak 08:00 - 09:00			PM Peak 17:00 - 18:00		
	Trip Rates	Mode Share	Trips	Trip Rates	Mode Share (%)	Trips
Pedestrian	0.149	15.6%	41	0.084	9.2%	23
Cyclist	0.030	3.1%	8	0.025	2.7%	7
Public Transport	0.025	2.6%	7	0.030	3.3%	8
Vehicle Driver	0.522	54.7%	145	0.590	64.7%	164
Vehicle Passenger	0.229	24.0%	64	0.183	20.1%	51
Total	0.955	100%	265	0.912	100%	254

- 4.5 As shown in Table 4.2, the Site will generate 49 'active travel' trips during the AM peak period and 30 during the PM peak period, respectively.

Impact Assessment

- 4.6 When Tables 4.1 - 4.2 are considered in the light of the existing highway conditions and the proposed enhancements to active travel connectivity, it is considered that the impact of the proposals would create an immaterial increase in vehicular traffic during AM / PM peak periods.
- 4.7 It should be noted that an RTP was approved to satisfy the discharge of Condition 19 of Reference: AWDM/0323/19. The RTP seeks to enact a realistic change in travel behaviours of future end-users, this is a measurable change based on the following targets:
- Car Driver - 10%
 - Car Passenger + 2%
 - Public Transport + 6.0%
 - Pedestrian + 3.0%
 - Cyclist + 3.0%
- 4.8 However, it is not until the baseline travel survey has been completed, reviewed and analysed that specific modal shift targets can be identified. Thereafter the RTP will be revised to contain suggested targets against which the success of measures can be determined. The targets will then form a continual part of the review process over subsequent years with revised targets set in conjunction with WSCC's Travel Plan Officer on an agreed basis.

5. Summary and Conclusion

5.1 This TN has been prepared by MTP on behalf of Persimmon Homes Thames Valley in support of a RM application for the erection of approximately 278 dwellings with associated infrastructure, landscaping and parking as part of Phase 3 on land at Malthouse Meadows, West Sompting.

5.2 A summary of the findings in this TN are as follows:

- 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.
- The potential 2.0-kilometre walk and 5.0-kilometre cycle catchment area of the Site, illustrates that large portions Lancing are within walking distance, whilst several railway stations including Lancing are within a 20-minutes cycle.
- The nearest bus stop to the Site is the 'Avon Close' bus stop located on Sylvan Road around 264-metres (3-minutes) from the centre of the Site. The Site is 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.
- 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.
- 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.
- Vehicular access to the Site will be achieved via Phase 1, with the internal carriageway extending into the Phase 3 Site.
- The Site will provide 504 allocated parking spaces, 57 visitor spaces, 10 disabled spaces and 14 motorcycle spaces.
- Cycle parking provision will be provided in accordance with Table 1 of WSCC's 'Guidance on Parking at New Developments' (September 2020) publication.
- Swept-path analysis demonstrates that the design of the Site layout can accommodate the movements of refuse and fire tender vehicles in a safe and convenient manner;
- Utilising the approved trip rates from the Outline Planning applications TA, the development will generate 133 and 156 two-way vehicular trips during the AM and PM peak periods, respectively.
- The Site will generate 49 'active travel' trips during the AM peak period and 30 during the PM peak period, respectively.