

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Sam Whitehouse
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	21 September 2026
LOCATION:	Thakeham Mushrooms Chesswood Nurseries Storrington Road Pulborough RH20 3DY
SUBJECT:	DC/26/0266 Demolition of existing buildings and the redevelopment of the site to provide 150 dwellings, including affordable housing, land for the community land trust, works to public right of way and associated landscaping, open space and infrastructure. Additional information and amended plans have been received for this proposal.
DATE OF SITE VISIT:	Officer familiar with site
RECOMMENDATION:	Objection / More Information

This is the second WSCC Highways response to the application and responds to the additional information provided to address the comments raised in the first response.

Information on the sustainable transport package of measures to be delivered by the development.

A document titled Integrated Sustainable Transport Strategy (V4 dated June 2026) was uploaded on the 9/6/2026 but was not consulted upon.

Following this round of reconsultation the planning statement indicates that a demand responsive transport service is no longer proposed but other measures within the ISTS remain valid.

The transport proposals are (as per 2.21 of the planning statement)

- *Inclusion of pedestrian and cycle connections linking the facilities to the site's wider active travel network.*
- *Delivery of traffic calming measures set out in Motion's Highways review on behalf of TPC and outlined in the Integrated Sustainable Transport Strategy (ARUP) that forms part of the current application information. The traffic calming measures include the extension of the 30mph speed limit to the north of North*

Town Farm and the provision of four Flat Top Road Humps through the village, allowing for safer pedestrian connectivity throughout the village.

- *Public Rights of Way upgrades as outlined in the Integrated Sustainable Transport Strategy (ARUP);*
- *Provision of a mobility hub, including electric cycle hire, delivery lockers, and a car club space.*

The majority of the above schemes were promoted via the previous application. The previous WSCC comments indicate the limited benefits of the works and are supported by the comments of the inspector indicate that these would not reduce the reliance on the private vehicle.

The removal of any form of public transport provision would further increase the reliance on the private vehicle.

Traffic Calming Scheme

Whilst in principle there are no concerns with the developer promoting a scheme of traffic calming, further information should be provided including the scheme drawings, a stage 1 Road Safety Audit and Consultation in line with the WSCC developer guidance note https://www.westsussex.gov.uk/media/9306/developers_guidance_note.pdf (it is acknowledged that the parish council have undertaken a level of consultation on the scheme but comments from statutory consultees and information of what residents were consulted upon would be required).

The provision of a traffic calming scheme has the potential to reduce vehicle speeds within the village which could encourage a minor increase in pedestrian trips within the village. The suitability of the localised pedestrian network is not seen as a barrier to the uptake of sustainable travel within Thakeham and as such the provision of the scheme would not address the concerns raised within the previous application.

Given the scheme was not a requirement of the previous application, the LPA should consider if the scheme would accord with the CIL 122 tests.

Provision of a vision for the site.

The TAA does not include a vision for the site

Internal Layout Items

- *Refuse tracking to drive of no 1,2 and 3.*

A bin collection point is provided so that a vehicle would not need to undertake the manoeuvre.

- *Modification to parking space opposite unit 48.*

A fence has been relocated to allow the refuse vehicle turn opposite plot 78.

- *Amendment of design or acceptance of convent to 73.*

The fence line / property lines have been set back.

- *Recalculation of garage parking spaces, consideration of the overprovisions effects on the uptake of sustainable transport.*

The garage spaces have been included within the calculations, and the parking provision would accord with the WSCC Parking Guidance.

Amendments

The scheme now includes the provision of public open space to the west of the site. The 10-space car park and maintenance storage area have been included; this would be

accessed via the extension and widening of a shared surface to 6m. given the low flows anticipated no concerns are raised with the extension of the shared space.

Conclusion

Further information is requested upon the traffic calming scheme as outlined above.

Based on the information presented the proposal would not encourage and enable an increase in environmentally sustainable means of travel such as walking, cycling and public transport and thereby minimise the impact of car journeys.

And as such would be country to the following policies:

NPPF 2026

TR3: Locating development in sustainable locations

1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location: a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;

TR6: Assessing transport impacts

Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).

Horsham Local Plan 2015 Policy 40: Sustainable Transport (1-8)

Horsham Local Plan 2023-40 reg 19 submission Policy 24 (b-f)

Stephen Gee

West Sussex County Council – Planning Services