

BELLWAY HOMES LIMITED (STRATEGIC LAND)

THAKEHAM MUSHROOM SITE, THAKEHAM

TRAVEL PLAN

REPORT REF.
2505500-ACE-XX-XX-RP-C-0104

August 2026

HEAD OFFICE (LONDON): 3rd Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE **T** | 020 7680 4088

SUFFOLK: Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321

ESSEX: 1 - 2 Crescent Court, Billericay, Essex, CM12 9AQ **T** | 01277 657 677

NOTTINGHAM: Office 3, Garage Studios, 41-43 St Mary's Gate, Lace Market, Nottingham, NG1 1PU **T** | 0115 697 0940

KENT: Maidstone Studios, Vinters Park, New Cut Road, Maidstone, Kent, ME14 5NZ **T** | 020 7680 4088

BRISTOL: Temple Studios, Temple Gate, Bristol, BS1 6QA **T** | 0117 456 4994

EDINBURGH: Lochside Way Edinburgh EH12 9DT **T** | 0131 516 8111

MANCHESTER: Chancery Place, 50 Brown Street, Manchester, M2 2JG **T** | 020 7680 4088

GLASGOW: 22 Montrose Street, Glasgow, G1 1RE **T** | 0141 648 7670

SHEFFIELD: Office 406, Block 2, 1 Tenter Street, Sheffield, S1 4BY **T** | 020 7680 4088

Contents

	Page
1. Introduction	1
2. Existing Situation	6
3. The Proposed Development	13
4. Objectives and Targets	19
5. Measures and Initiatives	23
6. Monitoring and Review	35

Appendices

Appendix A	Site Masterplan
Appendix B	2021 Census Data

Drawings

2206671-D010A	Potential Footway Improvements
---------------	--------------------------------

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	JE	PR	DRAFT	29.07.26
-	1 st Issue	JE	JE	PR	04.08.26

Distribution

This report has been prepared for the exclusive use of BELLWAY HOMES LIMITED (STRATEGIC LAND). It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Ardent Consulting Engineers.

1. Introduction

1.1. Ardent Consulting Engineers (ACE) has been appointed by Bellway Homes Limited (Strategic Land) to prepare a Travel Plan (TP) in respect of a planning application for a proposed residential-led development at the former Thakeham Mushroom Site in Thakeham (RH20 3EQ).

1.2. Following the submission of planning application **DC/26/0266** on 16 February 2026, the applicant has proposed minor amendments to incorporate a small car park and maintenance building to facilitate local access to, and maintenance of, a nearby green space on land held by Thakeham Parish Council. This TP therefore reflects the amended proposals:

"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, biodiversity net gain bank, public open space, ancillary parking and infrastructure."

1.3. Horsham District Council (HDC) act as the Local Planning Authority for this application, whilst West Sussex County Council (WSCC) act as the Local Highways Authority.

Background

1.4. Application **DC/26/0266** was supported by a Transport Assessment (TA; Report **Ref. 2505500-ACE-XX-XX-RP-C-0102**). The findings of the TA remain valid for the purposes of this application, with a Transport Assessment Addendum (TAA; Report **Ref. 2505500-ACE-XX-XX-RP-C-0103**) also being produced to validate matters related to trip generation and access for the amendments to the revised development.

1.5. The TA and subsequent TAA assessed and identified the change in traffic conditions associated with the proposals, including the predicted change in person trips by all modes of transport. It identified appropriate transport infrastructure to support the development and where relevant this TP refers to the findings of the reports.

Scope of Report

- 1.6. This TP has been prepared in accordance with the latest government advice and current local best practices, with the aim of promoting the use of sustainable and active modes of travel for journeys to and from the site. Since the development is residential in nature, this report takes the form of a TP aimed at future residents, but it may also have a positive effect on the travel choices of visitors.
- 1.7. This TP has been produced to set out a range of measures and incentives to facilitate and encourage all users of the site to utilise sustainable modes of travel wherever possible. It also identifies associated procedures for implementation and monitoring, along with suitable targets, to ensure the overriding objectives of reducing single occupancy car travel and increasing uptake of sustainable modes are achieved.
- 1.8. A TP provides a long-term strategy for encouraging residents to minimise their need to travel, as well as to promote the use of modes of transport other than the private motor vehicle.
- 1.9. As this document has been prepared prior to the occupation of the proposed development, the details relating to travel patterns and mode share targets are considered to be indicative until such a time that actual travel patterns can be determined at the site via on-site surveys and questionnaires. It is therefore the intention that the Travel Plan will be a 'living' document as further details on travel patterns, targets, measures, and management will be provided as the development progresses.

Purpose of a Travel Plan

- 1.10. A TP is defined within the Travel Plans, Transport Assessments and Statements Guidance by the Department for Transport (DfT) and by the Department for Levelling Up, Housing and Communities (DLUHC) as: a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.
- 1.11. The benefits from a TP can be loosely categorised under three main headings:
 - Health benefits;

- Environmental benefits; and
- Financial benefits.

Health Benefits

1.12. A reduction in the potential number of polluting vehicles on the roads surrounding the site will contribute to better air quality throughout the area. There are also well documented health benefits associated with active travel, such as walking and cycling, which are increasingly being recognised as ways to reduce sedentary lifestyles.

1.13. Regular moderate physical activity (including walking and cycling) can help prevent and reduce risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure and musculoskeletal problems.

Environmental Benefits

1.14. Climate change is a global issue, and the government has pledged to play its part in reducing harmful carbon and related emissions by setting carbon reduction targets: “it is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline”.

1.15. Encouraging residents and visitors to make smarter, low carbon travel choices in the way they travel can reduce the impact that new and existing developments across the UK have on the local environment and air quality.

1.16. An increase in car trips can also contribute to negative local environmental issues such as severance. By encouraging sites to reduce car dependency, the local highway networks will benefit from a reduction in vehicular movements and local communities will benefit from less traffic.

Financial Benefits

1.17. There are financial benefits to be gained from increasing active travel rates and reducing harmful emissions produced by vehicles, both for individuals and for wider society.

1.18. Individuals can benefit financially from travelling to and from a site with a TP in place due to increased awareness of the range of transport options available, some of which may be more cost effective than car travel.

1.19. In some circumstances, TP measures can remove an individual's need to own a car, minimising the capital and on-going cost of car ownership,

1.20. An effective TP can help encourage residents and visitors of the site to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle and can reduce financial wastage.

Policy and Guidance

1.21. TPs have become an important tool for the delivery of national, regional, and local transport policy and commonly play an integral aspect within the planning process, fulfilling a role in encouraging more sustainable development.

1.22. This TP has been developed in conformance with the following documents, where possible:

- The National Planning Policy Framework [NPPF] (MHCLG, December 2024, amended February 2025);
- National Planning Practice Guidance [NPPG] - Travel Plans, Transport Assessments and Statements (MHCLG, Last updated March 2014);
- West Sussex County Council Development Travel Plan Policy;
- Horsham District Planning Framework (HDC, November 2015);
- Shaping Development in Horsham District Planning Advice Note (HDC, September 2025).

Structure

1.23. Following this introduction, this remainder of this report is structured as follows:

- **Section 2.0** describes existing conditions in terms of the site's accessibility on foot, by cycle and public transport

- **Section 3.0** provides a description of the proposed redevelopment scheme, including the proposed trip generation / attraction;
- **Section 4.0** provides details of objectives and targets;
- **Section 5.0** outlines the proposed package of measures and initiatives to encourage use of alternative modes of travel to the private car; and
- **Section 6.0** outlines the proposed TP monitoring and review process.

2. Existing Situation

Site Location

- 2.1. The site is located at the western edge of the B2139 Storrington Road, in Thakeham. The site is within a short walk of facilities at Abingworth Meadows and is within a 5-minute drive of the centre of Storrington, which includes a number of local shops and amenities. The site is also within a 5-minute drive of several primary and secondary schools within Storrington and West Chiltington. The location of the site in its immediate context is shown in **Figure 2.1** for reference.



Figure 2.1: Site Location (Source: Google Maps)

- 2.2. The development area measures circa 25.72ha, with access derived from Storrington Road. The site is bound to the north by farmland / industrial units, residential properties to the south, open fields to the west, and Storrington Road to the east.
- 2.3. Thakeham is a village in the Horsham District in West Sussex. It lies 3km west of the A24, 3km north of Storrington and around 8km south of Billingshurst.

Existing Use

- 2.4. The site was formerly used as a mushroom farm and consists of agricultural shed buildings and the footprints of demolished buildings.
- 2.5. Access for the current site is from the B2139 Storrington Road to the east and comprises two large priority-controlled bellmouth arrangements. The southernmost junction is inbound only, whilst the northernmost is outbound only.
- 2.6. The most recently approved planning permission on-site was granted in 2019 for the alteration of the existing access to provide safer routing of Heavy Goods Vehicles (HGVs) so that they emerged from the site, turning south on the B2139 Storrington Road only. This illustrates the intensity of the previous use at the site and the requirement to control distribution of associated HGVs within the public highway.
- 2.7. The planning history also includes an application for significant improvement works and replacement buildings at the mushroom farm, granted in 2013 (Application Ref: DC/12/0841).

Local Highway Network

- 2.8. The B2139 Storrington Road borders the site to the east, extending in a north / south alignment. Storrington Road is a single carriageway road, formed of two running lanes and used as a bus route. To the south of the southernmost existing access, Storrington Road includes footways along both sides of the carriageway, whilst grass verges are located to the north only.
- 2.9. Adjacent to the site frontage, the carriageway is subject to a 40mph speed limit. However, the speed limit decreases to 30mph immediately south of the southernmost access. Approximately 165 metres south of the southernmost access, Storrington Road includes a formalised kerb build out with give-way marking, giving priority to southbound traffic and acting as a traffic calming measure on the approach to the site from the south.

Census Data

2.10. Travel to work data has been derived from the 2021 Census for the existing resident population of the area surrounding the site (MSOA Horsham 015), details of which are contained in **Appendix B**.

Main Mode of Travel	Method of Travel to Work (2021)
Underground or Metro	0.0%
Train	1.1%
Bus	0.6%
Taxi	0.1%
Motorcycle	0.5%
Car Driver	85.8%
Car Passenger	4.1%
Bicycle	0.6%
Pedestrian	5.7%
Other	1.4%
Total	100%

Table 2.1: Method of Travel to Work Horsham 015 MSOA (2021)

Travel by Non-Car Modes

Walking

2.11. The site's location at the edge of a residential area means local amenities and services are available to cater for some day-to-day needs of local residents. Therefore, pedestrian infrastructure already exists in the surrounding area. Furthermore, proposed traffic calming measures will make Storrington Road safer to cross and a more pleasant environment for walking.

2.12. To the south of the existing site access, there are two footways extending towards Abingworth. Two footways are not present throughout the entirety of Abingworth, with the western footway ending circa 90 metres south of the existing southern access. The western footway does restart further to the south, however, an eastern footway is not present along the entire route. Crossings are provided along this section to allow pedestrians to cross.

2.13. Public Right of Way (PRoW) 2474 runs through the western side of the site and connects to the bridleway on High Bar Lane to the south. There are also a number of other PRoWs in the area that residents and occupiers could utilise as a traffic-free route to and from the site from the wider urban settlement. PRoWs in the local area are shown in **Figure 2.2**.

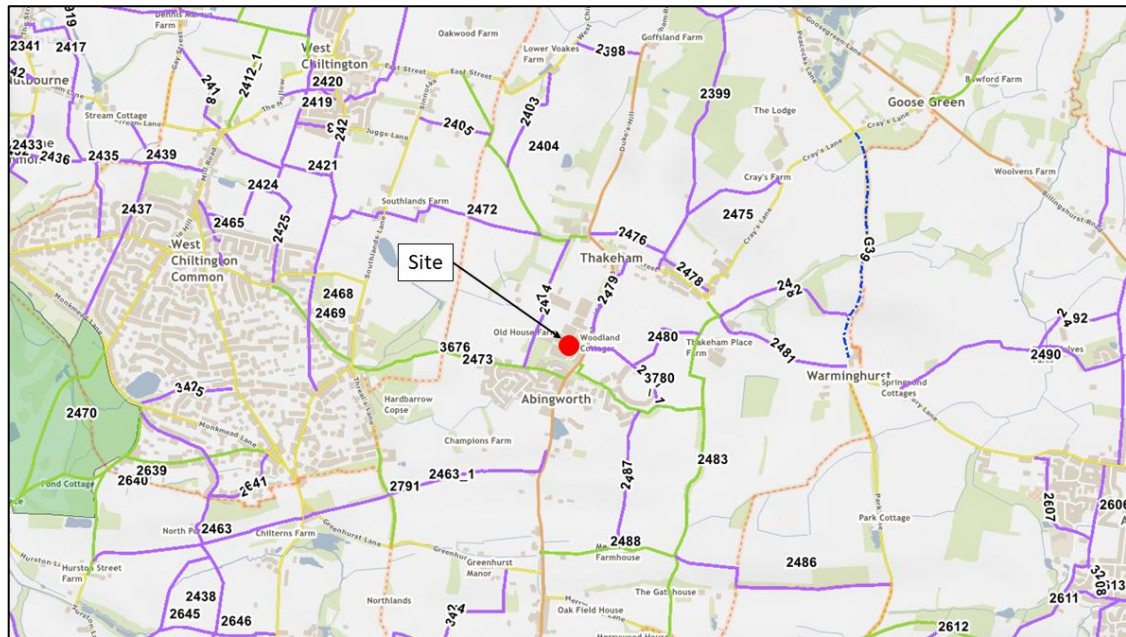


Figure 2.2: Public Rights of Way in the Vicinity of the Site (Source: WSCC iMap)

2.14. The site is located at the edge of the established settlement of Thakeham within close proximity of educational facilities (e.g. Thakeham Pre-School), employment opportunities (e.g. Abingworth Hall Hotel, industrial estate to the north, etc.), and local amenities (e.g. café, local shop, Village Hall, etc.).

2.15. The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot' recommends suggested acceptable walking distances of between 500m (6 minutes, "Desirable") and 2km (25 minutes, "Preferred Maximum") for commuting and journeys to school.

2.16. To further support the above, Manual for Streets (MfS) identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800m (10 minute) walk distance, however not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km.

2.17. **Table 2.2** presents a list of local amenities and facilities within walking distance of the site.

Amenity	Distance (m)
Thakeham Village Football Club	70
Recreation Ground	210
Thakeham Village Hall, Café and Store	450
Abingworth Meadows Cricket Ground	500
Abingworth Hall Hotel	700
Pub (White Lion Inn)	700
Church	1000
Pub (Five Bells Inn)	1200
Nisa Local West Chiltington	2000

Table 2.2: Local Amenities and Facilities

2.18. Overall, the wider pedestrian environment offers connections to some public transport links / amenities in the surrounding area. The existence of these routes and facilities therefore actively encourages walking as a realistic mode of travel for residents or visitors or as part of an integrated journey with other travel modes. Furthermore, the proposals to provide amenities on-site (see **Section 3.0**) will seek to improve access to facilities via sustainable modes for residents thus reducing the need to leave the site for some day-to-day uses.

Cycle

2.19. Local Transport Note 1/20 'Cycle Infrastructure Design' (DfT, July 2020) states that *"...Two out of every three personal trips are less than five miles in length."* [Paragraph 2.2.2, page 16]. The site is well placed to reach key local destinations within 5 miles (8km), a realistic cycling distance time, although 5km is generally considered a typical comfortable distance.

2.20. There are no on-street cycle routes present within the vicinity of the site, however, it is assumed that there is potential on low trafficked, rural roads that cyclists can utilise the carriageway effectively and safely. WSCC provides an online cycle route planning tool, which indicates that the PRoW network can be used as a quieter to access a variety of educational / leisure / employment opportunities in Storrington and West Chiltington and therefore a wider area is accessible within a 5km distance of the site via bicycle, with Pulborough also available within 8km. The site does therefore offer the possibility for some journeys to be undertaken by bike.

2.21. It is considered that the existing and proposed cycle facilities in the area offer an opportunity for cycling as a viable mode of travel for confident cyclists who live and work in the area. Furthermore, it should be noted that are potential proposed improvements on site to facilitate sustainable modes of transport, discussed in further detail in **Section 5.0**.

Public Transport

Bus

2.22. The closest bus stops are located immediately outside of the site on Storrington Road (Massey Close). The stops are served by Route Numbers 71, 74a and 74b. There is a further route accessible in West Chiltington (Route Number 1 between Worthing and Midhurst) to the west of the site, circa 1.8 kilometres (circa 24 minutes walking distance) utilising the PRow network available, which offers a more frequent service. The closest services are summarised in **Table 2.3**.

Service and Route		Typical Frequency		
		Weekdays	Saturday	Sunday
Massey Close				
71	Storrington Bus Station – Thakeham – Pulborough – Bury – Slindon – Chichester	Wed Only (Once daily)	-	-
74a	Storrington Bus Station – Thakeham – Coolham – Barns Green – Horsham	(Once Daily)	-	-
74b	Storrington Bus Station – Thakeham – Coolham – Barns Green – Horsham	Thursday	-	-
West Chiltington				
1	Midhurst – Petworth – Fittleworth – Pulborough – West Chiltington – Storrington – Washington – Findon – Broadwater – Worthing	Hourly	Hourly	Every 2 hours

Table 2.3. Bus Service Frequency

2.23. **Table 2.3** shows that the bus route served by stops within a short walk distance of the site provides infrequent connections to settlements in the immediate area and

further afield allowing for residents and employees to occasionally travel by bus as a mode of transport where possible.

Rail

2.24. Pulborough railway station is the closest station, located approximately 8.2km from the site. WSCC's online cycling tool indicates that the station can be accessed partly using the local PRow network, which reduces journey distance to circa 7.5km. It is considered that the station could be reached via a linked trip with car or taxi. The station benefits from a 159-space car park, of which two are accessible bays, as well as 22 cycle storage spaces.

2.25. Billingshurst railway station is located approximately 9.5km from the site and benefits from an 84-space car park, of which three are accessible bays, as well as 18 cycle storage spaces. Though the station is not considered to be within a typical cycling distance of the site, it is considered that the station could be reached via a linked trip with car or taxi.

Summary

2.26. In conclusion, the site is located in a relatively rural location, with accessibility by sustainable modes naturally limited by this. However, the site can be accessed by sustainable modes of transport and can be considered to be sited in a reasonably suitable location with regards to sustainability, especially taking into account improvement which are proposed as part of the development and proximity to amenities which can help to serve some day-to-day needs. The TA and TAA review the sustainability of the site in further detail, along with any potential localised improvement schemes.

3. The Proposed Development

- 3.1. The proposed development comprises the 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, biodiversity net gain bank, public open space, ancillary parking and infrastructure. The proposed amendments to the site layout since the submission of planning application **DC/26/0266** include a 10-space car park and a maintenance storage area to serve the proposed public open space. The amended site layout is included at **Appendix A**.

Access

- 3.2. The development is to be served by a priority T-junction with a segregated ghost island right-turn lane from Storrington Road (B2139). This access is located immediately to the south of a change in speed limit, decreasing to 30mph southbound and increasing to 40mph northbound. The existing access points will be stopped up as part of the development.
- 3.3. A second emergency-only access is to be provided to the south of the main access. This will help to relieve pressure on the main spine road in the case of an emergency. The access is 3.7 metres in width and will be controlled by a droppable bollard (or similar) to prevent access by non-emergency vehicles. The access can also be used by both cycles and pedestrians.
- 3.4. The car park serving the public open space would be provided via an extension of the shared surface serving Plots 79, 86 to 94 and 100 to 101. A 5.0 m wide shared surface would continue westwards from the previously proposed turning head to provide access to the proposed facilities.

Proposed Improvements

- 3.5. As part of the delivery of the proposed development, mitigation measures have been designed, as shown in **Drawing Number 2206671-D010A**.
- 3.6. Thakeham Parish Council also commissioned a third-party transport consultant, Motion, to prepare a safety review for Storrington Road and develop a number of traffic calming options. The options were circulated to local residents and businesses

in February 2025 to gather feedback. Following this, the final traffic calming proposals were issued to Thakeham Parish Council in July 2025. It is proposed that these measures are delivered as part of the proposals subject of this TP.

3.7. The details of these measures and their benefit to the site are discussed in **Section 5.0** of this report and the associated TA and TAA.

Vehicle Parking

3.8. The proposals seek to provide a scheme in accordance with WSCC standards. Thakeham is located within Behaviour Parking Zone 1 and the site therefore is subject to the following parking standards:

- 1 Bed – 1.5 spaces per dwelling
- 2 Bed – 1.7 spaces per dwelling
- 3 Bed – 2.2 spaces per dwelling
- 4+ Bed – 2.7 spaces per dwelling

3.9. Bellway are committed to providing all spaces with access to EV charging points (e.g. 100% active). In addition to the above, disabled parking spaces should be provided at a minimum of 5% of the total number of parking spaces being provided on the site.

3.10. Car parking and delivery bays (where required) for the non-residential aspects of the development will be provided in line with current relevant guidance.

Cycle Parking

3.11. The development proposes to provide long and short stay cycle parking in accordance with the minimum standards outlined below with the West Sussex Guidance on New Developments.

Houses

- 1 & 2 Bed – 1 space
- 3 + Bed – 2 spaces

Flats

- 1 & 2 Bed – 0.5 spaces (if using communal storage)
- 3 + Bed – 1 space

3.12. Cycle parking and storage for the non-residential aspects of the development will be provided in line with WSCC's recommended standards as follows:

- 1 space per 100sqm for staff;
- 1 space per 200sqm for customers.

3.13. Cycle parking for individual properties is provisioned on plot and proposed to be within communal storage areas to serve the dwellings on site.

Servicing Arrangement

3.14. In line with the recommendations contained in MfS, the site layout has been designed to accommodate a refuse collection vehicle parking at the kerbside adjacent to all dwellings, or manoeuvre to within 25 metres distance for refuse workers of any designated collection points and 30 metres distance for residents. For four-wheeled containers, the layout has been designed to ensure a vehicle can reach within 10 metres of the store / collection point.

3.15. Emergency services will be able to access the site via either the main access or a dedicated emergency access located to the south of the main access. These vehicles will be able to reach all parts of the development using the street network from primary to tertiary streets. It will be ensured that private drives do not extend further than the reach of fire tenders, within 45m of all points of the dwelling.

3.16. Parcel lockers could be provided on-site to reduce the number of pick-up and drop-off trips by delivery companies as they will be able to consolidate visits.

3.17. The need for regular servicing visits or deliveries by larger vehicles to the maintenance storage area dedicated to the public open space would be limited as the majority of plant and machinery will be stored on-site. Consequently, it is anticipated that access by maintenance vehicles would occur only infrequently, with these able to turn in the car parking area.

Predicted Travel Patterns

Residential

3.18. As part of the TA that was prepared in support of the planning application, the peak hour and daily trip generation of the proposal was estimated using data available within the TRICS Database and 2021 Census data.

3.19. Utilising this information, the forecast person trips, modal share, and the resultant vehicular generation on the local highway network was considered.

3.20. The total multi-modal trip generation of the proposed residential development is reproduced from the TA in **Table 3.1**.

Mode	Share	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
		Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Underground, Metro, Light Rail or Tram	0.0%	0	0	0	0	0	0	0	0	0
Train	1.1%	0	1	2	1	0	1	6	6	13
Bus	0.6%	0	1	1	1	0	1	3	3	7
Taxi	0.1%	0	0	0	0	0	0	1	1	1
Motorcycle	0.5%	0	1	1	0	0	1	3	3	6
Car Driver	85.8%	26	95	121	75	32	106	486	495	982
Car Passenger	4.1%	1	5	6	4	2	5	23	24	47
Bicycle	0.6%	0	1	1	1	0	1	3	3	7
On foot	5.7%	2	6	8	5	2	7	32	33	65
Other	1.4%	0	2	2	1	1	2	8	8	16
Total	100%	30	111	141	87	37	124	567	577	1144

Table 3.1: Total Proposed Development Trip Generation by All Modes

3.21. As shown in **Table 3.1**, approximately 85% of all anticipated trips to the proposed development would be made by a car driver. Hence, this information suggests that reliance on car travel by residents of the site would be high from the outset and the focus of this TP should primarily be to reduce the number of single driver trips from site and an overall goal of replacing this reduction with walking and cycling trips where possible, as well as other trip reduction measures such as car sharing.

Public Open Land

3.22. As set out in the TAA a first-principles assessment has been undertaken of trip generation to the proposed car park, based on the operational characteristics of the proposed facilities.

3.23. For robustness, a worst-case assessment has been undertaken assuming that all ten parking spaces are occupied throughout both the weekday AM and PM peak hours, resulting in a full turnover of the car park during each peak hour. Outside of these periods, it has been assumed that the car park operates at approximately 50% occupancy throughout the remainder of the weekday. The resulting trip generation is presented in **Table 3.2**.

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car Trip Generation (Car Park)	10	10	20	10	10	20	70	70	140

Table 3.1: Car Park Trip Generation

3.24. Under this robust assessment, the car park would generate a maximum of 20 two-way vehicle movements during both the weekday AM and PM peak hours, and approximately 140 two-way movements across a 12-hour weekday period.

Baseline Data

3.25. Establishing baseline travel patterns is necessary to enable the progress of the TP to be measured. However, this can only be confirmed once the development is built-out and fully occupied. Therefore, for a TP prepared in advance of occupation, such as in this case, it should initially be assessed against the anticipated trip generation / attraction by travel mode set out within the corresponding TA and TAA (as reproduced above). These estimates therefore help to inform the initial TP targets set out in **Section 4.0** of this document.

3.26. The Travel Plan should be monitored through a combination of formal and informal survey methodologies to identify modal split, travel choice and behaviour and the achieved level of modal shift.

- 3.27. Additionally, informal surveys of a representative sample of the development will be conducted in the form of a Travel Survey, in accordance with WSCC Guidance.
- 3.28. Travel surveys will be undertaken at 75% occupancy of the site or within 6 months of initial occupation, whichever comes first.
- 3.29. Once travel surveys are completed, this TP will be reviewed and updated to ensure that targets and measures are Specific, Measurable, Achievable, Realistic and Time-Bound (SMART).
- 3.30. Further monitoring surveys will subsequently be undertaken on the first, third and fifth years following initial occupation. **Section 6.0** provides further details in respect of ongoing TP monitoring.

4. Objectives and Targets

4.1. This section sets out the objectives for the TP, as well as targets for the short and medium term. It also includes information regarding indicators through which progress towards meeting the targets of this plan will be measured. Further information on monitoring and review of the TP can be found in **Section 6.0**.

4.2. Objectives are the high-level aims of the TP, giving it direction and providing a focus. Targets are the measurable goals by which progress can be assessed. At this stage, indicative targets informed by the predicted travel trends, have been set to cover the first five years of the TP period. Indicators are the elements which will be measured to assess progress toward meeting the final and interim targets.

Objectives

4.3. The primary objectives of the TP are set out below and are to:

- Provide a commitment to develop the site with suitable facilities which will encourage its users to travel to and from the site in a sustainable manner;
- Reduce dependency on single-occupancy car-borne trips at the development and the need for car parking;
- Market the site's accessibility to key amenities via public transport and active travel modes;
- Implement effective travel targets which are SMART (Specific, Measurable, Achievable, Realistic and Time-Bound);
- Reduce the effects of the development on the surrounding transport networks (e.g. help reduce local road congestion and resultant noise air quality effects associated with it); and
- Minimise the environmental effect of users of the site travel on the local community.

Targets

- 4.4. In order to achieve measurable outputs from the TP process, it is important to establish targets from the outset, against which progress can be measured.
- 4.5. It is important that the TP actively seeks to ensure that travel behaviour towards more sustainable modes is established early on, with initiatives in place from the day of opening.

Primary Multi-Modal Targets (Outcome Targets)

- 4.6. Based on the size of the site and level of identified movements (see **Table 3.1**), the preliminary target of the TP is **to reduce single occupancy vehicle trips by 10% at the site over a minimum period of five years, with all other travel being conducted via more sustainable modes.**
- 4.7. This target is provisional and will be revisited following receipt of baseline surveys undertaken as part of the detailed TP.
- 4.8. The above target meets the “SMART” criteria as follows:
- **Specific:** A target to reduce the level of vehicle trips identified to be met within five years of occupation.
 - **Measurable:** The number of residents using each mode of transport will be measured and monitored using the travel surveys outlined later in this section. This will include details on weekday travel times / patterns to allow the number of peak hour journeys to be determined, including by single occupancy car driver.
 - **Achievable:** It is considered that given the site’s location, in that is in close proximity to public transport and the good potential for residents to walk and cycle to / from the site, then these targets are achievable.
 - **Realistic:** It is considered that a target to reduce the level of vehicular trips by 10% is realistic given the measures and initiatives contained within this TP.
 - **Time-Bound:** The targets are to be met within five years of initial occupation of development.

Secondary “Action” Targets

4.9. The following secondary targets could also be adopted as part of the ongoing monitoring of the TP. Any such targets will be established following the initial surveys in order to establish baseline figures.

4.10. These could be as follows:

- Increase in cycle parking occupancy;
- Increase in active travel modes (i.e., walking or cycling) being the primary mode of travel; and
- Increase number of users using public transport.

Summary

4.11. As mentioned above, the baseline level of trips will be updated following the completion of the initial survey, which will be undertaken at 75% occupancy of the site or within 6 months of initial occupation, whichever comes first.

4.12. The exact timescale for undertaking surveys is expected to be specified within the Section 106 Agreement. It is expected that after initial surveys have been completed, monitoring will be undertaken after 1, 3 and 5 years.

4.13. Additional targets may be determined by the Travel Plan Coordinator (TPC) when comparing the existing level of trips against the predicted level of baseline trips. Similarly, if actual demand for vehicle trips is lower from the outset than the predicted baseline shown in this TP, the targets will be adjusted accordingly with a view to ensuring that single occupancy car travel does not exceed the initial survey results. It should be noted that any changes to the targets will be specified within the Section 106 Agreement.

4.14. Any changes to targets must be agreed with the reviewing Travel Plan Officer at WSCC.

4.15. It is important that the TP evolves with the site in order to adapt measures and initiatives in accordance with alterations to surrounding network, service adjustments and travel trends to ensure targets are met.

4.16. Targets will be reviewed in year one, three and five after full occupation following the monitoring survey and in consultation with WSCC and any other relevant stakeholders. The TP will be renegotiated with the local authority if the target levels of vehicle trips do not look to be achievable at the three-year milestone.

5. Measures and Initiatives

- 5.1. The measures proposed in this TP are primarily intended to encourage residents and visitors to use non-car modes of transport for trips to and from the development, thus reducing overall dependency on single occupancy vehicle trips. This TP has therefore identified measures to encourage such active modes of travel and achieve the targets set out in this report.
- 5.2. The measures combine “hard measures” such as site design and infrastructure, with “soft measures” including marketing, promotion and awareness. However, some of these may be subject to change, and additional measures may also be provided that will be of benefit of the scheme at a later date.
- 5.3. WSCC guidance states that a TP should set out the long-term management strategy for existing or proposed developments and seek to integrate proposals for increasing sustainable travel by the future occupier(s) of the site.
- 5.4. As mentioned previously, the development will be well located to accommodate trips by sustainable modes via the existing walking and cycling facilities. However, in order to reduce the number of single occupancy vehicle journeys, incentives should be provided such that journeys by foot, cycle or public transport are encouraged. This TP has therefore identified measures to encourage such active modes of travel and achieve the targets set out in this report. In time, the need to further improve some of these facilities may arise through feedback from residents.
- 5.5. **Table 5.1** outlines the recommended measures, with each measure explained in further detailed overleaf. The list is not finalised, and additional measures may be identified in due course once residents’ local travel patterns have been confirmed.

Measure	Brief Description
Travel Plan Coordinator	The TPC is to be appointed as a permanent member of staff to implement and manage the TP over the first five years of its lifespan.
Travel Information Packs	A Travel Information Pack will be provided to each residential unit that promotes the existence of alternative modes of transport to the private car.
Partnerships	The TPC will utilise partnerships to help with the implementation of the TP and its development.

Measure	Brief Description
Promoting Walking and Cycling	The TPC will ensure suitable pedestrian / cycle route links are provided and negotiate discounts for residents on purchase of bikes and equipment with local cycle outlets.
Promoting Public Transport Services	The TPC will liaise with local providers seeking to provide residents with a voucher or offer that promotes sustainable travel.
Internet Connectivity	Broadband access to be provided throughout the site to enable working from home where possible, thus reducing the need to travel.
Provision of Travel Information	A travel information board will be provided within communal areas that promotes sustainable transport. The TPC will arrange sustainable travel events at the site, as well as the provision of promotional material that supports sustainable transport that will be provided to site users.
Car Share	Residents will be encouraged to sign up to lift sharing websites such as https://liftshare.com/uk/community/westsussex/carshare
Steering Group	Set up a group comprising the TPC and users from each element of the development that will meet up twice a year to discuss travel issues associated with the site; supported by social media (i.e. Facebook Group for ongoing liaison amongst residents).
Cycle Training and Maintenance	Promote the free bike maintenance that HDC/WSCC provides. A possible cycle maintenance event at the site where resident bikes are provided with a free service.
On-Site Improvements	The On-Site Improvements associated with the site include a mobility hub (comprising electric bike hire and Amazon delivery lockers), improvements to internal PRoWs and cycle infrastructure designed in accordance with LTN 1/20.
Off-Site Improvements	The offsite improvements involve upgrading existing footpath links and traffic calming measures in the area around the site.

Table 5.1: Summary of Travel Plan Measures

Travel Plan Co-ordinator

- 5.6. To ensure the delivery and management of the TP, a TPC will be nominated to promote and implement the various initiatives.
- 5.7. The TPC will be the first point of contact for residents on any matters regarding travel to and from the site and will also raise issues on their behalf with HDC and local public transport operators.

5.8. The contact details for the TPC will be submitted to HDC upon appointment to the role and included within the TP.

5.9. Responsibilities of the TPC duties will include:

- Overseeing the development and implementation of the Plan;
- Designing effective marketing and awareness campaigns to promote sustainable travel (i.e. Travel Information Packs);
- Co-ordinating the data collection / travel surveys of residents' travel behaviour;
- Managing the ongoing monitoring, and production of required reports following the travel surveys; and
- Ensuring that cycle storage facilities are fully operational at time of first occupation.
- Organise Travel Surveys, analyse and submit the results to the HDC, together with an assessment of the success of the TP in reducing the number of trips by private car and details of any additional measures necessary to achieve the targets set within the TP;
- Be the liaison between the development and the highway authorities;
- Investigate new ideas, modes of transport and future plans, and promote or implement as appropriate;
- Update the TP at least every two years, based on results of the traffic counts and travel surveys, to incorporate additional measures as agreed with WSCC; and
- Provide a point of contact with transport operators, stakeholders and officers of the Council and work with other local businesses to pursue joint plans and initiatives where relevant.

5.10. The TPC will be appointed ahead of occupation of the development to give sufficient to time to organise Travel Information Packs (TIP; see below) and other measures. The amount of time the appointed TPC will spend on the management and implementation of the TP is difficult to determine at this stage. It is likely that more time will be required in the early stages around occupation and when residents are first moving in.

5.11. Sufficient resource will be made available to the TPCs to ensure that the obligations and requirements of the TP are met.

5.12. The TPC contact details will be presented within the Travel Plan secured as part of any planning application.

Travel Information Packs

5.13. A Travel Information Pack (TIP) will be provided to all residents upon first occupation in order to promote the existence of, and use of, alternative modes of transport to the private car.

5.14. The packs will take the form of a Welcome Brochure, bespoke to the site and would contain information such as local walk and cycle routes (including PRoWs). It is expected that the TIP will contain details of: -

- The TPC's name and contact details;
- Guidance and promotional material on the use of sustainable modes of travel;
- Details on walking, cycling, buses, trains, park & ride, taxis, car sharing, car clubs, electric vehicles, electric vehicle charging, dial and ride services, school transport and personalised journey planning services;
- Reference to travel websites, resources and support services for each mode of travel provided by WSCC and HDC;
- Details of local travel campaigns and networking / support groups;
- Access to an online tool to generate personalised TP using a home and destination postcode to provide details of different travel modes / options, travel routes / maps and timetable information.

Partnerships

5.15. The TPC will utilise partnerships to help with the implementation of the TP and its development. Examples include:

- Residents Associations that may form within the development;

- Steering Groups, with potential members including the TPC, representatives from the site management team and Resident Association, and local groups as appropriate;
- Property Management Companies; and
- Local Groups as appropriate, such as walking, cycling and Public Transport Operators (e.g. Compass and Metrobus).

Promoting Walking and Cycling

- 5.16. The proximity of the proposed development in relation to the local facilities and public transport will negate the need to make some shopping journeys via vehicle and achieves a reduction in the need to travel.
- 5.17. Residents will be provided with a local area cycle map, included as part of the TIP. Information on the health benefits of walking and cycling can also be distributed as part of the TIP.
- 5.18. Secure cycle parking spaces will be provided in accordance with the adopted minimum standards. In addition, a mixture of cycle parking will be provided, including a number of accessible stands.
- 5.19. Each household may be offered a discount at a local cycle shop to encourage residents to take up cycling, with this incentive subject to negotiations with local retailers.
- 5.20. The TPC will support national initiatives to promote cycling, such as Bike to Work Week and Cycle to Work Day (as detailed below). The TPC will be responsible for raising awareness and encouraging residents to participate.
- 5.21. The TPC will promote cycle training for residents who wish to cycle but are lacking in confidence and provide details of local cycle shops for maintenance.
- 5.22. WSCC / HDC provide a series of schemes and services to promote cycling, including free cycle lessons to those who live, work or study in the borough. These sessions are with trained cycle instructors, as an individual one to one session.

5.23. The TPC will endeavour to work with local schools to encourage children living within the development to walk and cycle to school. This would involve liaising with relevant School Travel Plan Coordinators to identify and communicate safe routes to school.

Promoting Public Transport Services

5.24. The TIP will encourage the increased use of public transport, which is a fundamental aspect of the Government's sustainable transport strategy, which has one of the greatest levels of provision in the country. The benefits of travelling by public transport can include:

- No need to park;
- Traffic free routes; and
- The ability to relax, read or work.

5.25. The TIP will contain information on public transport routes and provide service timetables and, in addition, the possibility of providing incentives / discounts for bus travel. This may be possible to negotiate with WSCC / HDC.

5.26. It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys of more than 5 miles (8 kilometres).

Internet Connectivity

5.27. All residential units will have broadband internet connection. Broadband access can enable home working, potentially reducing the number of workplace trips made from the proposed development. Broadband provision enables residents to carry out shopping for groceries etc. over the internet and arrange home delivery.

Provision of Travel Information

5.28. The primary issue with achieving successful TP initiatives is raising the awareness of sustainable travel modes, including highlighting the potential personal benefits that can accrue from those initiatives.

5.29. Publicity is a key element of a TP as it will help meet the objectives. Regular marketing and advertising are the most effective way of ensuring residents and visitors are given information on the sustainable ways to travel to and from the site within the local area.

5.30. The TP and Travel Information Leaflet shall include the following information:-

- Details of walking websites –

<https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/easy-walking-trails/> - a website advertising easy and scenic walks in West Sussex; and

<http://www.westsussex.info/ramblers.shtml> - directory of Local and regional walking groups within West Sussex

- Details of cycling websites –

www.britishcycling.org.uk – for information on type of bikes and how to get started;

www.letsride.co.uk – cycling initiative website that allows users to find bike rides in line with their needs;

<https://cyclejourneyplanner.westsussex.gov.uk> – a website allowing cyclist to plan safe routes through West Sussex; and

<http://www.opencyclemap.org/> - for leisure and commuting cycle routes available in the local area.

- Provision of journey planning websites –

<https://www.traveline.info> - useful tool that allows users to plan their journey around the UK; and

- Localised area maps and leaflets showing walking and cycling routes within the immediate area of the site; and
- Focus on promoting the benefits of a car share scheme which will benefit the local environment and reduce traffic going in and out of the site.

5.31. The above marketing, promotion and information would be provided to residents via the provision of a leaflet (as detailed above) and a travel information board. The travel information board will be provided in an accessible, communal area of the development (such as the mobility hub) or within buildings (such as the proposed ground floor lobby of each residential block). This board will provide details of upcoming national sustainable travel events and campaigns. The following list identifies a number of national / local campaigns that could be published at the site to help promote sustainable travel, along with indicative dates when they occur:

- National Walking Month – May;
- Walk to School week – May;
- National Working from Home Day – May;
- Bike Week – June;
- Cycle to Work Day – September;
- National Liftshare Week – October; and
- National Commute Smart Week – November.

5.32. To further promote the surrounding opportunities for travel by non-car modes, the TPC will arrange for sustainable travel annual newsletters to be made available for all residents. These annual newsletters will include up to date sustainable travel information and provide website addresses that may be useful for users, potentially with digital barcodes that could be scanned using smartphones for a direct link to the website.

5.33. Residents will be made aware of useful sustainable travel related smartphone apps that they can download (with digital QR barcodes provided if possible). Examples of such apps include:

- 'MyBus' for the iPhone and 'CatchthatBus' for Android phones, both of which provide up to date bus information for any particular stop;
- 'CycleStreets' (iPhone and Android), which is a cycle route journey planner and is free to download; and

- 'GoJauntly' (iPhone and Android), which shows self-guided walks in the area.

Car Share

5.34. Residents will be encouraged to sign up to the West Sussex Car Sharing Scheme (<https://liftshare.com/uk/community/westsussexcarshare>) which is a website designed to enable people to car share in and around West Sussex. This would allow other users to identify opportunities to car share with other people within the area.

5.35. The TIP will promote the following:

- The benefits of car sharing;
- Details of any local car share initiatives, for example town centre car share parking spaces; and
- Community coffee morning to promote car sharing amongst residents.

Steering Group

5.36. Once the site is circa 25% occupied the TPC will aim to set up a TP Steering Group, inviting residents to attend annual meetings to discuss current travel issues at the site. This will allow any barriers/concerns regarding sustainable travel to be discussed, helping to identify possible additional measures to help certain users to adopt more sustainable travel choices. Minutes from these meetings will be included with ongoing monitoring reports.

Cycle Training and Maintenance

5.37. WSCC provide a series of schemes and services to promote cycling including cycle skill sessions for all age groups. These are group sessions with trained cycle instructors, although individual's sessions can also be arranged where appropriate. Further information can be found on the WSCC website at the following links:

- Bikeability Training - <https://schools.westsussex.gov.uk/Services/3147>
- Cycle Safety Courses - <https://www.westsussex.gov.uk/roads-and-travel/road-safety/cycle-safety-courses-for-schoolchildren/>

On-Site Improvements

5.38. The on-site improvements have been designed with two overarching objectives, to both facilitate sustainable modes of travel on-site and reduce the overall number of trips to and from the site. The following improvements are proposed:

Mobility Hub

5.39. This mobility hub aims to bring together shared transport modes, including active and shared travel. It is anticipated that this hub will include the provision of electric bike hire to allow residents and the surrounding community to make journeys that would be otherwise challenging by bike, making cycling more accessible and desirable to users. The hub could also accommodate a car club space and charging spot for the vehicle.

5.40. In addition, it is proposed to implement a delivery hub (for example Amazon lockers) on site, reducing the number of trips taken by delivery vehicles to and within the site, as well as reducing the need for residents to leave via car to shop in nearby settlements.

5.41. A cycle maintenance point, including basic tools and pumps, could also be provided, helping to support active travel by making it easier for residents to keep their bicycles in good working order. This could in turn encourage more everyday cycling as a convenient, reliable option.

Improvements to Internal Public Rights of Way

5.42. It is proposed that Footpath 2474 within the site is updated and improved to facilitate journeys on foot not only from the site but also for those using this PRoW as a wider route. This route will be designed off-carriageway, with cycle routes designed in accordance with LTN 1/20 guidance. Detailed analysis of the footway/ bridleway improvements suggested on site are outlined within the TA and TAA.

Off Site Improvements

5.43. The TAA highlights the intention to improve the surrounding pedestrian and cycling infrastructure as part of any development on site. Local PRowS are illustrated in **Figure 5.1** and proposed improvements are as follows:

- PRow Improvements:
 - Improvements to the surface of a 250 metre section of Bridleway 2483 in the vicinity of the site.
 - Works to Footpath 2405 in the vicinity of the Site to widen and upgrade it such that it meets a suitable specification for a bridleway.
 - Works to Footpath 2448 including resurfacing and any other works necessary to upgrade Footpath 2448 such that it meets a suitable specification for a bridleway.
 - Extension to Footpath 2463_1 up to the track heading westwards off the B2139 opposite Abingworth Hall.
- Provide two footways within Abingworth to the south of the site, as shown in **Drawing Number 2206671-D010A**.
- Traffic Calming Improvements along the B2139 Storrington Road:
 - An extension of the 30mph speed limit to the north of North Town Farm (for the length of the B2139 north of the former Mushroom Farm, i.e. the development site), maintaining the existing road marking.
 - The provision of four Flat Top Road Humps through the village.
 - The provision of a 20mph speed limit within the village



JE/2505500-ACE-XX-XX-RP-C-0104

6. Monitoring and Review

- 6.1. This TP is to be subject to a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to those residing within the site in future years. This document sets out the proposals for monitoring and review of the detailed TP over the first five years of the occupation of the development.
- 6.2. This section sets out the specific monitoring proposals associated with the site and the means by which the TPC will assess progress towards the targets outlined earlier in this document. All monitoring will be carried out by or procured by the TPC and funded by the end developer.

Monitoring

- 6.3. The appointed TPC will be responsible for the on-going monitoring of the TP. The monitoring programme will accord with WSCC's prevailing guidance and will take the form of a five-year cycle.
- 6.4. Travel surveys will be coordinated in order to gain an overview of the effectiveness of the various measures implemented. The initial survey will provide details of the baseline mode share of residents.
- 6.5. Following on from this initial survey, which will be undertaken within 6 months of occupation or 75% occupancy (whichever comes first), multi-modal surveys will be undertaken in the first, third and fifth years after full occupation. Monitoring reports will be provided following each of the survey events.
- 6.6. The TPC, or an accredited independent survey company will be appointed to undertake the surveys. Information gathered through the monitoring process will be made available to the users of the development and to WSCC on request.
- 6.7. The Travel Surveys will be directed at all residents travelling to and from the site; asking how they would prefer to travel, any travel or transport issues they have encountered, and their attitude towards sustainable modes of travel.
- 6.8. If the recorded vehicle trip rates from the surveys are in excess of the predicted trip rates as set out in the TA / TP, then the TPC will be expected to conduct Written or Face-to-Face Travel Surveys at a time agreed with WSCC and HDC.

6.9. The Written or Face-to-Face Surveys will aim to:

- Understand why target trip rates are not being achieved;
- Identify which modes of transport could be promoted in light of the survey findings.

6.10. The monitoring programme will end if two consecutive surveys determine that the targets have been met, otherwise it will continue until such time as the targets have been achieved.

6.11. Immediately following completion of the monitoring described above, a monitoring report will be developed by the TPC which will summarise the results of the investigations. This will include a comparison between the target level of peak hour and daily trips, with the actual levels derived from the travel surveys.

Review

6.12. The TPC will take responsibility for the development and management of the plan and ensure its delivery. Updates must be submitted to Horsham District Council for review. The data provided will be used to identify the progress of the TP against its targets and objectives.

6.13. If the targets are not being met, additional measures will need to be developed to address this. In this regard, it is anticipated that the TP will be a flexible and adaptable document that is continually evolving.

6.14. Examples of additional measures which could be considered are:

- Ensure TIPs are being issued and check that new households have the necessary public transport information, which is up to date;
- Re-issue cycling / walking maps to illustrate the area that can be accessed using these modes;
- Offer personalised travel planning to all residents;

- Ensure the travel information notice boards, which would display all information relating to public transport, cycling, walking and details is regularly updated; and
- Undertake a site survey to specifically target mode change.

6.15. The TPC, in consultation with the council, will choose the appropriate course of action for achieving the TP targets and arrange funding if required.

Funding

6.16. The management of the TP requires funding for administrative purposes and to support the role of the TPC. This funding will be secured through the sale of properties on site and a specifically designated fund within the S106 agreement.

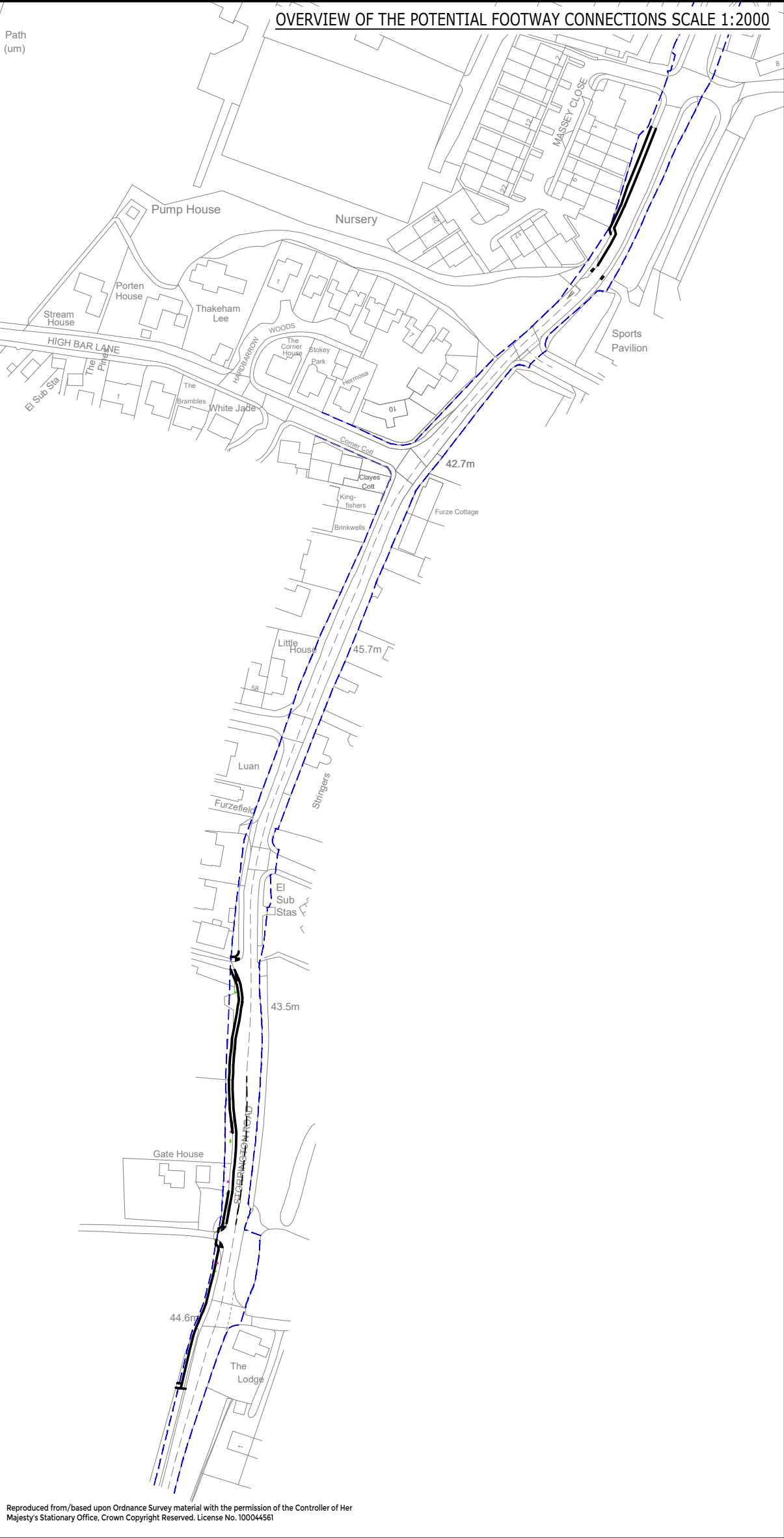
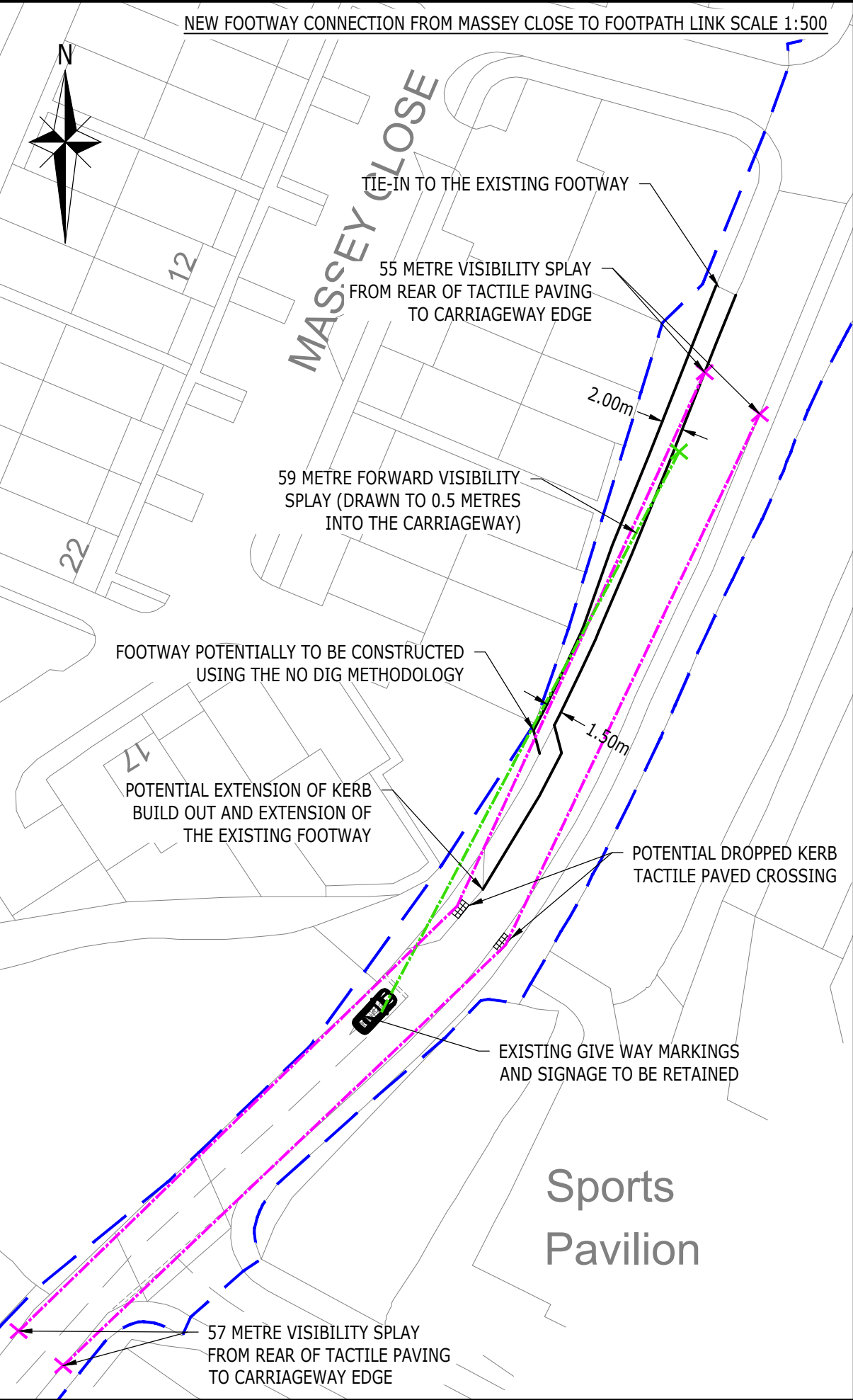
6.17. The final occupier of the site (or the appointed management company) will take direct responsibility to provide the role of TPC, undertake the monitoring programme and manage the TP. Specific funding / budgets will be set following the appointment of the TPC.

Action Plan

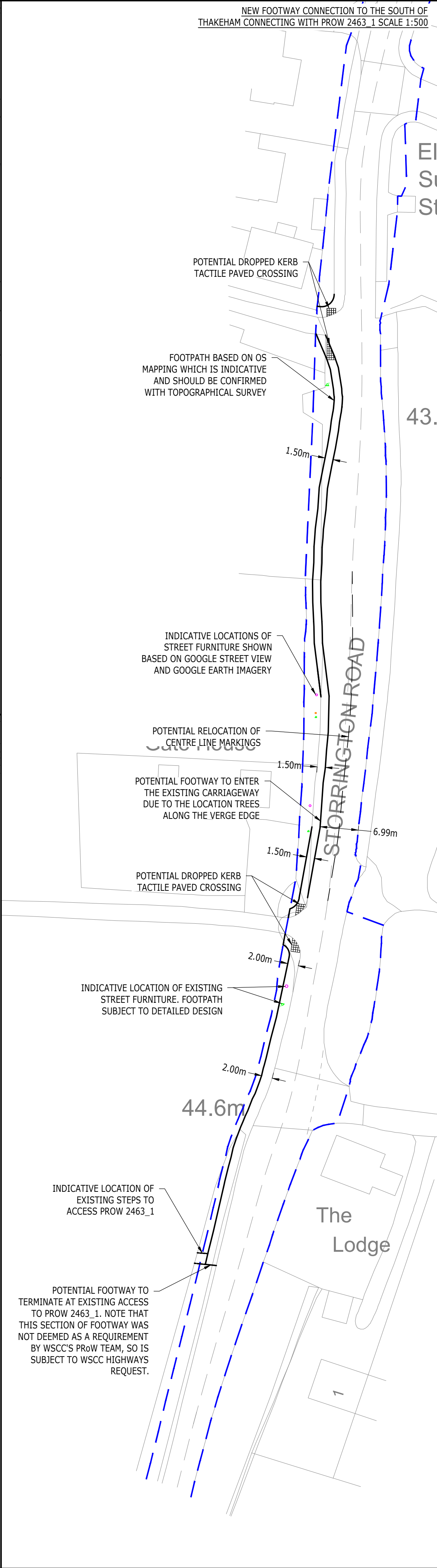
6.18. The TPC will prepare an Action Plan to set out the proposed delivery and implementation of the TP. The Action Plan will summarise all measures / initiatives to be introduced including marketing activities and monitoring as well as those responsible for running these tasks (such as the TPC) and approximate timescales. The Action Plan will be prepared within three months of full occupation.

6.19. It is intended that the Action Plan will be enhanced and expanded by the TPC following consultation with WSCC / HDC and will allow the targets set out in the TP to be monitored.

Drawing



Reproduced from/based upon Ordnance Survey material with the permission of the Controller of Her Majesty's Stationary Office, Crown Copyright Reserved. License No. 100044561



KEY

- HIGHWAY BOUNDARY
- INDICATIVE LOCATION OF EXISTING SIGN AND POST
- INDICATIVE LOCATION OF EXISTING POST
- INDICATIVE LOCATION OF EXISTING BOX

NOTES

- HIGHWAY BOUNDARY PLOTTED IN LINE WITH PLANS AND CORRESPONDENCE RECEIVED BY WSCC. CORRESPONDENCE FROM WSCC DATED 04.12.23 STATES 'OUTSIDE THE GATE HOUSE, THE HIGHWAY BOUNDARY IS FORMED BY THE CENTRE LINE OF THE TREES. OPPOSITE THE THAKEHAM VILLAGE FOOTBALL CLUB, THE HIGHWAY BOUNDARY IS THE EDGE OF THE DITCH NEAREST TO THE PROPERTY'.
- SUBJECT TO TOPOGRAPHICAL SURVEY, TREE SURVEY, UTILITIES, LEVELS AND CONFIRMATION WITH WSCC.

DRAFT

WORK IN PROGRESS

Rev	Description	Drn	Chk	App	Date
A	UPDATED FOLLOWING WSCC HIGHWAYS COMMENTS	JE	PR	ATB	07.03.24

ARDENT CONSULTING ENGINEERS

Third Floor
The Hallmark Building
52-56 Leadenhall Street
London
EC3M 5JE

Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

BELLWAY HOMES LIMITED

Project Title:
MONAGHAN MUSHROOMS, THAKEHAM

Drawing Title:
POTENTIAL FOOTWAY IMPROVEMENTS

A2 Scale	Date	Designed by
AS SHOWN	20.12.23	CL

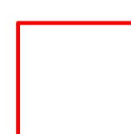
Drawn by	Checked by	Approved by
CL	PR	ATB

Drawing Number **2206671-D010** Rev **A**

Appendix A
Site Masterplan

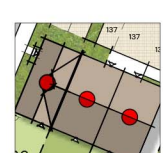


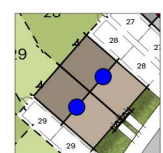
KEY

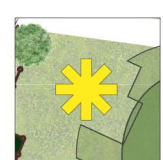
 SITE BOUNDARY

 OPEN MARKET DWELLINGS

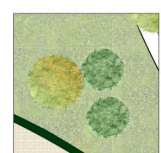
 INDICATIVE COMMUNITY LAND TRUST AREA

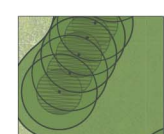
 AFFORDABLE RENT DWELLINGS

 SHARED OWNERSHIP DWELLINGS

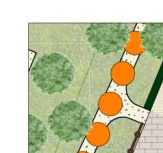
 INDICATIVE LOCATION OF MOBILITY HUB

 INDICATIVE DRAINAGE

 INDICATIVE PLANTING

 RETAINED EXISTING VEGETATION

 LOCAL EQUIPPED AREA FOR PLAY

 PUBLIC RIGHT OF WAY

FORMER THAKEHAM MUSHROOM SITE – SITE LAYOUT

PEGASUS
GROUP

Appendix B
2021 Census Data

TS061 - Method used to travel to work

ONS Crown Copyright Reserved [from Nomis on 12 June 2023]

population	All usual residents aged 16 years and over in employment the week before the census
units	Persons
area type	2021 super output areas - middle layer
area name	E02006602 : Horsham 015

Method of travel to workplace	2021
Underground, metro, light rail, tram	1
Train	27
Bus, minibus or coach	16
Taxi	3
Motorcycle, scooter or moped	12
Driving a car or van	2,136
Passenger in a car or van	102
Bicycle	15
On foot	142
Other method of travel to work	35

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance. Take care when using this data for planning purposes. Read more about specific quality considerations in our

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021>.