

BELLWAY HOMES LIMITED (STRATEGIC LAND)

THAKEHAM MUSHROOM SITE, THAKEHAM

TRANSPORT ASSESSMENT ADDENDUM

**REPORT REF.
2505500-ACE-XX-XX-RP-C-0103**

August 2026

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Contents

	Page
1. Introduction	1
2. Proposed Amendments.....	4
3. Trip Generation	9
4. 3rd Party Comments	13
5. Conclusion	18

Appendices

Appendix A	Site Layout
Appendix B	Census Journey to Work Data

Document Control Sheet

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1. Introduction

1.1. This Transport Assessment Addendum (TAA) has been produced by Ardent Consulting Engineers (ACE) on behalf of Bellway Homes Limited (Strategic Land), to accompany a planning application for a proposed residential 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 extend the red line to incorporate a small car park and maintenance building to facilitate local access to, and maintenance of, new public open space to be transferred to Thakeham Parish Council (TPC) as part of the application proposals. This TAA therefore supports 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) is the Local Planning Authority for this application, whilst West Sussex County Council (WSCC) is the Local Highways Authority.

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 this TA remain valid for the purposes of this application, with this TAA being produced to validate matters related to trip generation and access for the amendments to the proposed development.

1.5. WSCC Highways provided comments on the application in March 2026, which included some commentary on the internal layout. Some small revisions were made to the layout to allow for these comments, with the changes summarised in **Section 2.0**.

Planning History

1.6. A previous planning application (HDC reference **DC/24/0021**) for the demolition of the existing mushroom site and redevelopment to provide 247 dwellings together with flexible commercial floorspace (Use Class E) was submitted in January 2024. The application was refused in July 2024 and subsequently dismissed at appeal in June 2025 (Planning Inspectorate reference 3350094).

- 1.7. The previous planning application and subsequent appeal considered a number of highways and transport matters. A summary of the transport-related objections, together with the subsequent work undertaken to address these issues, is provided within the TA accompanying application **DC/26/0266** (Report Ref. **2505500-ACE-XX-XX-RP-C-0102**).
- 1.8. In addition to the commentary provided in the TA, whilst application **DC/24/0021** was awaiting determination, TPC commissioned independent transport consultants to prepare both a Transport Assessment Review and a Highway and Speed Assessment of the submitted Transport Assessment. Having reviewed Automatic Traffic Count (ATC) data and local collision records, these reports identified a number of recommendations intended to improve the suitability of the proposals. Where relevant, this TAA responds to the matters raised within those reports.

Scope of Report

- 1.9. This TAA assesses highways and transport matters related to the proposed additional car parking and maintenance building to serve the public open space included as part of the planning application, as well as some comments raised by WSCC Highways on the live application.
- 1.10. Specifically, the TAA demonstrates that:
- The proposed car park and maintenance building can be safely accessed via the proposed site layout without adversely affecting highway safety or operation;
 - The additional development would not give rise to material transport impacts; and
 - Where relevant, the recommendations contained within the Transport Assessment Review and Highway and Speed Assessment commissioned by TPC have been considered.

Policy and Guidance

- 1.11. This TAA and the development proposals have been prepared with due regard to the following local / national policy documents and guidance:

- National Planning Policy Framework [NPPF] (MHCLG, December 2024, amended February 2025);
- National Planning Practice Guidance [NPPG] (DCLG, 2014);
- Manual for Streets [MfS] (DfT, 2007);
- Manual for Streets [MfS2] – Wider Application of Principles (CIHT, 2010);
- Design Manual for Roads and Bridges [DMRB] (Highways Agency, 1992);
- Local Transport Note [LTN] 1/20 Cycle Infrastructure Design (DfT, July 2020);
- WSCC Local Design Guide (WSCC, 2010);
- WSCC Transport Assessment Methodology (WSCC, 2007);
- Guidance on Parking at New Developments (WSCC, September 2020);
- Horsham District Planning Framework (HDC, November 2015); and
- Shaping Development in Horsham District Planning Advice Note (HDC, September 2025).

Report Structure

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

- **Section 2.0** provides an overview of the additional development proposals, including access arrangements and responses to WSCC's application comments;
- **Section 3.0** assesses the likely multi-modal trip generation associated with the proposals and considers the implications for the proposed site layout and surrounding highway network;
- **Section 4.0** considers the Transport Assessment Review and Highway and Speed Assessment commissioned by TPC; and
- **Section 5.0** provides a summary and sets out the conclusions.

2. Proposed Amendments

- 2.1. As discussed in the preceding section, 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 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**.
- 2.2. The car park is principally intended to provide access for less mobile visitors to the public open space within the local area. It is anticipated that the majority of visitors, including residents of the proposed development, will access the open space on foot or by cycle. Management measures of the car park, such as the use of gates at night, may be considered by TPC post-approval.

Access

- 2.3. As shown on the plan at **Appendix A**, vehicular access to the proposed car park and maintenance storage area 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.
- 2.4. To enable this access, it is proposed to widen the originally proposed 4.8m shared surface serving the above-described plots to a total of 6.0m with 1.0m service margins either side.
- 2.5. Pedestrian and cycle access to the proposed facilities would also be provided via the shared surface, connecting directly with the wider network of footways and cycle infrastructure proposed as part of the wider site. It is considered that the additional width proposed on the shared surface should provide additional refuge for pedestrians and cyclists utilising this route. Active travel links are to be provided to the facilities throughout the site to allow for permeable access and to avoid all future users passing along the shared surface.

2.6. It is considered that the use of a shared surface typology for this access is acceptable as per local and national design guidance. WSCC guidance largely refers to the principles laid out in the *Manual for Streets*, which states:

"7.2.14 Subject to making suitable provision for disabled people, shared surface streets are likely to work well:

- In short lengths, or where they form cul-de-sacs;*
- Where the volume of motor traffic is below 100 vehicles per hour (vph) (peak); and*
- Where parking is controlled or it takes place in designated areas."*

2.7. Further evidence with regard to motor traffic volume is addressed in **Section 3.0** of this report; however, it is considered that parking along this shared surface is entirely contained on-plot, and that the length of the shared route is relatively modest at circa 90m.

2.8. No amendments to the site access onto Storrington Road (as shown and described within the TA submitted alongside the application) are proposed.

Parking Provision

2.9. The car park comprises 10 standard perpendicular parking spaces, each measuring 2.5 by 5.0m. A 6.0m aisle width, extending 1.0m beyond the parking spaces themselves, is provided between spaces, providing suitable space for manoeuvring into and out of the proposed parking spaces.

2.10. The maintenance storage area would accommodate equipment required for the upkeep of the proposed public open space, such as grounds maintenance machinery and gardening equipment. As this equipment would be stored on-site, the need for regular servicing visits or deliveries by larger vehicles would be limited. Consequently, it is anticipated that access by maintenance vehicles would occur only infrequently, with these able to turn in the car parking area. Further details relating to trip generation are discussed in **Section 3.0** of this report.

2.11. The WSCC *Guidance on Parking at New Developments* (September 2020) document does not contain parking standards for open spaces; however, Paragraph 6.3 of the

guidance states that developers “*should undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking*”.

2.12. Having regard to the WSCC guidance, it is considered that the proposed provision of 10 parking spaces represents an appropriate, site-specific level of parking. The parking provision balances the need to provide access for less mobile visitors with the objective of encouraging sustainable access by foot and cycle for the majority of users and also minimising impact on future residents within the homes along the access route.

2.13. The proposed amendments are therefore limited in scale and comprise ancillary infrastructure to support the proposed public open space. The proposals provide suitable access and parking arrangements for visitors and maintenance activities associated with the long-term operation of the open space.

Changes Due to WSCC Highways Comments

2.14. WSCC Highways provided comments on the planning application in March 2026. A selection of these comments relevant to the layout are provided below, with the change made to the layout in response following.

“Vehicle tracking has been provided for a fire tender and refuse vehicle.

The refuse tracking shows a conflict with the visitor parking space opposite unit 48 and requires the space to be moved further north.”

2.15. The visitor space is not in conflict with a refuse vehicle turning movement; however, a fence on the northern side of the road in this location has been relocated to the north to allow the refuse vehicle to turn opposite plot 78.

“Tracking should be provided for the turning movements associated with accessing the shared drive serving units 1,2 and 3.”

2.16. It is not proposed that a refuse vehicle will enter the shared drive serving units 1, 2 and 3. Instead the vehicle will wait by the junction to the drive, with a bin collection point provided.

"A visibility splay passes through the front garden of number 73 and as such this property may require a restrictive covenant to prevent any planting over 0.6m within the splay (or the design could be amended)."

2.17. The fences in this location have been slightly set back behind the visibility splays to avoid the need for any restrictive covenants.

2.18. There were also comments on the site parking provision, with WSCC stating:

"A total of 360 Parking spaces are to be provided (parking plan 360 – App form 359) consisting of 288 allocated spaces, 76 garage spaces (counting as 38 spaces in WSCC calculations), 30 visitor spaces and 4 unallocated spaces. The WSCC parking demand calculator indicates provision of 321. The provision is in excess of the 10% variation allowable within the guidance.

Concern is also raised on the number of garage spaces being inaccurately shown on the parking plan with a number of double garages only being shown with a single garage space including dwelling numbers 3, 4,16,18, 44,45,46,77 and 78, which would increase the provision by a further 4.5 spaces.

The increased level of car parking would reinforce the availability of a private vehicle for residents and would not support the uptake of any sustainable transport initiatives."

2.19. It is correct that the provision that would be expected is 321 based on WSCC's document 'Guidance on Parking at New Developments'; however, there is also an allowance for 10% either way, which allows between 292 and 353 spaces.

2.20. As the majority of parking on site is allocated to specific units, WSCC's guidance states that visitor parking should be provided additionally to the expected provision of 321. The point about the 9 additional garage spaces is noted and agreed and these spaces should be included within the totals. All of this results in the following car parking provision on-site:

- Allocated spaces: 288
- Garage spaces: 85 (counting as 42.5 spaces in WSCC calculations)
- Unallocated spaces: 4

- **TOTAL: 334.5**
- *Additional visitor spaces: 30*

2.21. The provision of 334.5 spaces is therefore within the allowable window of 292 to 353, representing a 4% variation from the 321 spaces calculated. It is considered that this 4% increase is appropriate for a site in a village location and is also not sufficient to lead to a significantly greater car dependence for future residents.

3. Trip Generation

Car Park

- 3.1. Given the ancillary nature of the proposed car park and maintenance storage area, it is not considered that interrogation of the TRICS database for comparable sites would provide a representative assessment of the likely traffic generation. Instead, a first-principles assessment has been undertaken based on the operational characteristics of the proposed facilities.
- 3.2. The proposed car park is intended to serve the adjacent public open space, with demand therefore directly linked to visitor use of that facility. As set out in **Section 2.0**, the parking provision is principally intended to enable access for less mobile visitors from the wider Thakeham area, whilst the majority of visitors, particularly residents of the proposed development, are expected to access the open space on foot or by cycle.
- 3.3. Typical visits to the open space are anticipated to comprise activities such as dog walking and informal recreation, with an average duration of approximately one hour.
- 3.4. 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 3.1**.

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

- 3.5. 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.
- 3.6. In practice, these figures are considered to significantly overstate likely demand, particularly during the weekday commuter peak periods when use of the open space

is expected to be comparatively low. Furthermore, given the proposed land use, trips are anticipated to be localised, with fewer movements to/from further afield than are associated with the residential use. No amendments to previous off-site capacity assessments are therefore proposed. The site access junction was calculated to operate with sufficient spare capacity to accommodate the slight increase in trips.

- 3.7. Whilst visitor demand for the open space may be greater during weekend afternoons, residential traffic associated with the dwellings served by the shared surface would typically be lower than during weekday commuter peaks. Consequently, it is not considered that overall traffic using the shared surface would exceed the robust weekday peak-hour scenario presented in **Table 3.1**.

Residential Component

- 3.8. To assess the suitability of the proposed shared surface, the vehicle trips associated with the 12 dwellings served by this section of road have also been considered.
- 3.9. The following assessment reflects both the previous application and that which was presented within the previously submitted TA, that was agreed with WSCC as part of pre-application discussions. The trip rates agreed upon have been applied to the 12 units served by the shared surface.

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
Person Trip Rates (per Unit)	0.198	0.737	-	0.582	0.247	-	3.781	3.849	-
Person Trip Generation (12 Units)	2	9	11	7	3	10	45	46	92

Table 3.2: Residential Shared Surface Trip Generation

- 3.10. **Table 3.3**, in line with the methodology employed in the TA, applies these figures to the 'Travel to Work' dataset provided within the Census database for the Horsham 015 Middle Super Output Area. This data is included at **Appendix B**. This information was used to identify a suitable modal split for the proposed residential use, and **Table 3.3** shows this modal split along with the resulting peak hour person trips by each mode (any discrepancies in the figure are due to rounding).

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	0	0	0	0	0	0	1	1
Bus	0.6%	0	0	0	0	0	0	0	0	1
Taxi	0.1%	0	0	0	0	0	0	0	0	0
Motorcycle	0.5%	0	0	0	0	0	0	0	0	0
Car Driver	85.8%	2	8	10	6	3	9	39	40	79
Car Passenger	4.1%	0	0	0	0	0	0	2	2	4
Bicycle	0.6%	0	0	0	0	0	0	0	0	1
On foot	5.7%	0	1	1	0	0	1	3	3	5
Other	1.4%	0	0	0	0	0	0	1	1	1
Total	100%	2	9	11	7	3	10	45	46	91

Table 3.3: Overall Residential Trip Generation by Mode

3.11. **Table 3.4** combines the residential vehicle trips with those associated with the proposed car park to provide the overall traffic expected to use the shared surface.

	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car Trip Generation (Car Park)	10	10	20	10	10	20	70	70	140
Car Trip Generation (12 Units)	2	8	10	6	3	9	39	40	79
Total Shared Surface Car Movements	12	18	30	16	13	29	109	110	219

Table 3.4: Total Vehicle Movements Along Shared Surface

3.12. *Manual for Streets* advises that shared surface streets are likely to operate successfully where peak-hour traffic flows are below approximately 100 vehicles per hour. As shown in **Table 3.4**, the proposed shared surface would accommodate a maximum of 30 two-way vehicle movements during the weekday AM peak and 29 during the PM peak, substantially below this threshold. It should also be noted that these forecasts are based on a deliberately robust first-principles assessment and are likely to overstate the level of vehicular activity that would occur in operation. Furthermore, the shared surface is relatively short in length, serves a limited number of units, and all parking is contained within designated areas. Accordingly, the proposed access arrangement accords with the principles set out in *Manual for Streets*.

3.13. The additional vehicle movements generated by the proposed car park are also negligible in the context of the wider development. Given that the trip generation assessment represents a robust upper-bound scenario, the actual increase in traffic

is anticipated to be lower than that assessed. As noted previously, the proposed amendments would not materially affect the operation of the proposed site access onto Storrington Road and do not alter the conclusions of the junction capacity assessments presented within the accompanying Transport Assessment.

4. 3rd Party Comments

Background

- 4.1. Whilst the previous application (HDC reference **DC/24/0021**) for the site was live and under consideration, Thakeham Parish Council (TPC) commissioned a third-party transport consultant, Motion, to produce two reports:
- Transport Assessment Review (TAR), dated January 2024;
 - Highway and Speed Assessment (HSA), dated October 2023 and traffic calming review (TCR) (July 2025).
- 4.2. The TAR and HAS were intended to provide a critical review of the TA originally submitted as part of this application. The TCR was undertaken to support TPC in its aims to improve road safety on the B2139 Storrington Road
- 4.3. Given the focus of this TAA on a car park principally intended to serve land to be controlled by TPC, this section aims to review these documents at a high level and assess matters raised by Motion as part of their review.
- 4.4. It is considered that many aspects addressed in these reports (traffic survey data; traffic accident data; access arrangements; trip distribution; and junction capacity modelling) have already received in-principle agreement from WSCC Highways and are therefore not addressed within this section. The commentary below regards matters that principally affect the revised proposals.

Transport Assessment Review

- 4.5. Beyond the matters discussed above and subsequently omitted from this section, matters relating to sustainability are raised in the TAR, querying the utility of bus services offered, whether the proposed development should be subject to an Active Travel England toolkit assessment, and the feasibility of the active travel measures proposed.
- 4.6. It is noted that WSCC's and TPC's concerns with regard to sustainability are being addressed by Arup as part of an Integrated Sustainable Transport Strategy (ISTS) issued as part of the current live planning application. A number of measures are contained within this document, including:

- Public Rights of Way upgrades, including (as shown at Figure 4 of the ISTS):
 - 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;
 - Works to Footpath 2474 within the red line boundary of the site such that it meets a suitable specification for a bridleway;
- Provision of a mobility hub, including cycle hire, delivery lockers, and a car club; and
- Traffic calming along the B2139 Storrington Road, including 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 markings; and the provision of four Flat Top Road Humps through the village along with the provision of a 20mph speed limit within the village.

4.7. These proposals are currently being considered by WSCC Highways and are intended to be agreed prior to determination of the planning application. The above measures are to be delivered by Bellway as part of the proposals subject of this TAA. The ISTS referred to a Demand Responsive Transport service; however, this is no longer proposed.

Highway Safety Reviews

Highway and Speed Assessment

- 4.8. The HSA aims to “*undertake a review of road safety, vehicle speeds and volume along the B2139, which is the main north south route through the Parish of Thakeham*”.
- 4.9. Drawing on data collected from a number of independently commissioned Automatic Traffic Counts (ATCs) and a review of road traffic accident data, the report outlined the following recommendations:
- Implementation of a width restriction along the B2139 to avoid vehicles “*straddling both carriageways to the detriment of road safety*”;
 - Speed humps to be provided at any narrowings;
 - A staged reduction in speed limit along the B2139 to 50mph and then to 40mph; and
 - Additional or improved road signage.
- 4.10. In respect of width restrictions, it is noted that carriageway narrowing measures have already been implemented on the B2139 Storrington Road, including between Furze Common Road and Abingworth Crescent and in the vicinity of Massey Close. Additional traffic calming features are being considered as part of the Integrated Sustainable Transport Strategy, discussed above.
- 4.11. The existing speed limit is proposed to be amended as per the traffic calming measures discussed above. At present, the B2139 is subject to a 40mph speed limit in the vicinity of the proposed access before transitioning to the National Speed Limit approximately 1.1km to the north. The proposed access has been designed to accord with the current posted speed limit, and when considered alongside the existing traffic calming measures to the south of the site alongside those additionally proposed, provides a safe and appropriate access arrangement.

Traffic Calming Review

4.12. Following on from the above work, Motion prepared a safety review for the road and developed 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 TPC in July 2025. These are shown in Figure 7 of the ISTS and summarised below:

- The existing 30mph to be extended 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 markings; and
- The provision of four Flat Top Road Humps through the village along with the provision of a 20mph speed limit within the village.

4.13. It is proposed that these measures are delivered as part of the proposals subject of this TAA.

Summary

4.14. Overall, whilst these reports identify a number of potential enhancements to the wider highway network, they do not identify any matters that fundamentally undermine the conclusions of the Transport Assessment or demonstrate that the proposed development would result in an unacceptable impact on highway safety or the operation of the local highway network.

4.15. The development will provide a number of measures to improve access to sustainable transport, as well as looking to improve highway safety in the village. To summarise, the sustainable transport offer is as follows:

- Public Rights of Way upgrades (as shown at Figure 4 of the ISTS):
 - 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;
 - Works to Footpath 2474 within the red line boundary of the site such that it meets a suitable specification for a bridleway;
- Provision of a mobility hub, including cycle hire, delivery lockers, and a potential car club;
- The existing 30mph to be extended 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 markings; and
- The provision of four Flat Top Road Humps through the village along with the provision of a 20mph speed limit within the village.

5. Conclusion

- 5.1. This Transport Assessment Addendum (TAA) has been prepared by Ardent Consulting Engineers (ACE) in support of a proposed amendment to planning application **DC/26/0266**, comprising 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.
- 5.2. The proposed amendments are limited in scale and are intended to facilitate access to, and the long-term management of, the adjacent public open space. The proposals do not alter the principal site access arrangements or the wider highways and transport strategy assessed within the Transport Assessment accompanying the planning application.
- 5.3. There have also been some small changes to the site layout to respond to highways comments from WSCC. These help to alleviate the concerns that were raised by highways but do not alter the overarching conclusions of the Transport Assessment.
- 5.4. A first-principles assessment of trip generation has demonstrated that the proposed car park would generate only a limited number of additional vehicle movements. Even when assessed using a robust worst-case scenario, traffic flows along the proposed shared surface remain well below the threshold identified within *Manual for Streets* for the suitability of shared surface typologies.
- 5.5. The additional vehicle movements associated with the proposed car park and maintenance storage area are also considered to be negligible in the context of the wider development and surrounding highway network. Consequently, the proposals would not materially affect the operation of the proposed site access onto Storrington Road or alter the conclusions of the junction capacity assessments contained within the accompanying Transport Assessment.
- 5.6. This TAA has also reviewed the principal highways and transport matters raised within the independently commissioned *Transport Assessment Review* and *Highway and Speed Assessment* prepared on behalf of Thakeham Parish Council. Whilst these reports identify a number of potential improvements to the wider highway network, they do not identify any matters that undermine the robustness of the Transport

Assessment or demonstrate that the proposed amendments would give rise to unacceptable impacts on highway safety or network operation.

- 5.7. Overall, it is concluded that the proposed car park and maintenance storage area represent a suitable addition to the wider development. The proposals provide safe and suitable access, generate only a negligible increase in traffic movements, and would not result in a severe impact on the operation or safety of the local highway network. Accordingly, the transport conclusions of the original Transport Assessment remain valid, and there are no highways or transport reasons why the proposed amendments should not be supported.

Appendix A

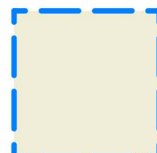
Site Layout



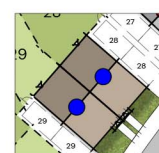
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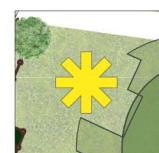
 SITE BOUNDARY

 OPEN MARKET DWELLINGS

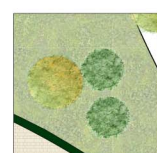
 INDICATIVE COMMUNITY LAND TRUST AREA

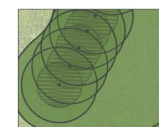
 AFFORDABLE RENT DWELLINGS

 SHARED OWNERSHIP DWELLINGS

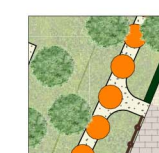
 INDICATIVE LOCATION OF MOBILITY HUB

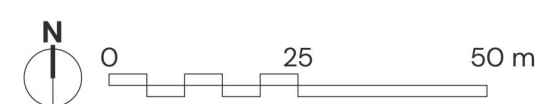
 INDICATIVE DRAINAGE

 INDICATIVE PLANTING

 RETAINED EXISTING VEGETATION

 LOCAL EQUIPPED AREA FOR PLAY

 PUBLIC RIGHT OF WAY



FORMER THAKEHAM MUSHROOM SITE – SITE LAYOUT

PEGASUS
GROUP

Appendix B
Census Journey to Work Data

TS061 - Method used to travel to work

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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>.