

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 11 March 2026 16:39:14 UTC+00:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/26/0266
Categories: Comments Received

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 11/03/2026 4:39 PM.

Application Summary

Address: Thakeham Mushrooms Storrington Road Thakeham Pulborough
West Sussex RH20 3DY

Proposal: Demolition of existing buildings and the redevelopment of the site to provide 150 dwellings, including affordable housing, land for the community land trust, works to public right of way and associated landscaping, open space and infrastructure.

Case Officer: Sam Whitehouse

[Click for further information](#)

Customer Details

Address: Casuarina The Street Thakeham Pulborough West Sussex

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Design
- Highway Access and Parking
- Loss of General Amenity
- Other
- Overdevelopment
- Privacy Light and Noise
- Trees and Landscaping

Comments:

Although the proposal refers to a defined number of dwellings, it is evident that substantial adjoining land remains undeveloped and capable of further housing. This creates a realistic prospect of a subsequent Phase 2. The Local Planning Authority must assess the cumulative impact of the whole site's development potential now. To determine this application in isolation would risk piecemeal expansion that incrementally overwhelms local infrastructure and undermines plan-led development principles. My objections are set out below:

1. Unsustainable Location and Car Dependency

Thakeham is a rural village with extremely limited services and public transport provision. Future residents will be almost entirely reliant on private vehicles for employment, education, healthcare and retail needs. This conflicts with the core sustainability principles of the National Planning Policy Framework (NPPF), which require development to be located where sustainable transport modes can realistically be used. Sharing cars is just not an options.

It also conflicts with Active Travel England aims to get people out of cars. It is impossible to live in Thakeham without needing as a minimum one car per family. Public transport is non existent and walking is at best only recommended as a pastime as roads are too dangerous for regular use.

2. Highway Safety and Capacity

The local road network is rural in character, narrow in places, and already experiences congestion at peak times. Road maintenance is ignored by WSCC and thus roads are crumbling away with numerous unfilled potholes.

Access arrangements effectively create a single principal route in and out.

Any significant increase in vehicle movements raises serious concerns regarding:

- Highway safety
 - Pedestrian and cyclist safety
 - Emergency vehicle access
 - Cumulative congestion from existing recent developments
- The applicant has not demonstrated that the surrounding highway infrastructure can safely accommodate further growth, particularly when considered alongside potential future phases.

3. Pressure on Healthcare Provision

Local GP services are already under demonstrable strain, with limited appointment availability and extended waiting times. There is no clear evidence that additional capacity will be delivered in parallel with housing growth. The development would therefore place further unsustainable pressure on primary healthcare services.

4. Education Capacity

Local schools in and around the village are at capacity. However, to reach them from this site will require a vehicle adding further to congestion at peak times.

5. Drainage and Water Infrastructure

There are ongoing concerns locally regarding surface water

drainage and foul water capacity. WSCC and Southern Water haven't kept up with increasing capacity requirements. Furthermore WSCC does little in the way of clearing drains and gutters resulting in flooding of roads and further deterioration of road surfaces.

Given the topography and history of drainage issues in parts of the parish, there is a legitimate concern that existing infrastructure may already be operating near capacity. The applicant must demonstrate, with robust evidence, that the network can accommodate not only this phase but the likely full development of the site.

6. Prematurity and Cumulative Impact

Granting permission for this phase without clarity over the ultimate scale of development risks prejudicing proper infrastructure planning. Incremental permissions can cumulatively transform the scale and character of rural settlements beyond what was envisaged in the Local Plan. The authority should not allow the site to be developed in a fragmented manner without a comprehensive masterplan covering the entire landholding.

7. Market Absorption and Overdevelopment

Thakeham doesn't need more housing for local people so occupiers new houses will come predominantly from outside the Parish.

There remain recently constructed properties in the area that have not been absorbed quickly by the market. This raises concerns that the scale and rate of development may already exceed local demand. Continued expansion risks unnecessary overdevelopment and long-term imbalance in the local housing market.

For the reasons above, the proposal fails to represent sustainable development and would place unacceptable pressure on highways, infrastructure and community services.

Kind regards

Telephone:

Email: planning@horsham.gov.uk

