

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 03 September 2026 15:38:04 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/26/0366
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 03/09/2026 3:38 PM.

Application Summary

Address: Land North West of Southwater

Proposal: Outline planning application, with all matters reserved (except for primary access to the highway) for a phased development comprising: the demolition of existing buildings and the construction of up to 1,000 residential dwellings (including affordable housing) (Use Class C3); up to 80 specialist accommodation units (Use Class C2); a mixed-use neighbourhood centre (Use Classes E and F); education facilities (Use Class F1(a)); business and employment floorspace (Use Classes B2, B8 and E(g)); redevelopment of existing agricultural buildings including construction of a building for community use (Use Classes E and F2); improvements to public rights of way; sports pitches; gypsy and traveller pitches/plots; public open space; landscaping, and associated infrastructure

Case Officer: Matthew Porter

[Click for further information](#)

Customer Details

Address: Old Well House Tower Hill Horsham RH13 0AH UK

Comments Details

Commenter Type: Member of the Public

Stance: Customer made comments neither objecting to or supporting the Planning Application

Reasons for comment: - Highway Access and Parking

Comments: My comments are prompted by WSCC Highways consultation response dated 20.8.26 regarding traffic monitoring and management on Tower Hill (TH).

I assume that WSCC Highways identify TH is that part of the highway network named as link 6C in the applicant's environmental statement, i.e. that section of highway from the junction with Christs Hospital Road to the junction with Worthing Road (the Boars Head junction).

TH is a rural road, insufficiently wide and with poor visibility in places, without adequate pedestrian footways on several stretches, or street lighting. Several properties open their front doors within a few feet of the highway edge. Many residents walk TH regularly and frequently, to visit neighbours, exercise pets, or walk to local amenities.

The Highways Authority (HA) and the local planning authority (LPA) will be aware, prior to the BH proposals being lodged, of residents' efforts to highlight the range of issues already experienced on TH. These arise from increased volumes of traffic, speeding vehicles, hold-ups and road blockages due to large vehicles unable to pass oncoming traffic, and fear and intimidation experienced by pedestrians and cyclists. For these reasons, TH is not, in the view of many local residents, a road of "low sensitivity" as defined by the applicant (table 12.6; Environmental Statement Volume 1, Chapter 12).

The LHA can imagine, therefore, the dismay that many residents have experienced on reading the outcome of the applicant's transport assessment as it relates to TH.

Notwithstanding the above, I am encouraged by and would like to support WSCC Highways' comments on the applicant's proposed scheme of traffic monitoring and (potentially) delivery of traffic management measures for TH. The principle is welcomed but the delivery of a monitoring scheme must be considered in far greater detail. The following are strongly suggested:

- Should the LPA be minded to grant planning permission, the obligation to carry out both a scheme of monitoring and implementation of mitigation/management measures should be captured in a S106 agreement attached to any planning permission;
 - CIL funding should not be used as the basis for implementing management measures but should be developer funded;
 - Adequate baseline monitoring data should be acquired, commencing prior to construction;
 - A staged series of monitoring events is supported, as suggested by WSCC Highways. It should be timetabled for the beginning and completion of each phase of the development, or at intervals if
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development is to be continuous;

- Monitoring on TH to include automatic traffic counts and classified turning movement counts at key junctions;
- The monitoring scheme should define specific thresholds for highway mitigations to be implemented on TH. Without agreed thresholds, a monitoring scheme will be meaningless;
- Once mitigation is found to be required based on an exceedance of monitoring thresholds, steps to design and implement such mitigation measures should take place without delay rather than linking the timing of design work and mitigation measures to particular future stages of built development;
- The terms of the S106 agreement should include provision for a residents' representative to be nominated to a working group so that direct liaison between the applicant, the LPA, the HA and TH residents can be facilitated when monitoring is underway and mitigation measures are in development; and
- Results of monitoring should be provided to residents, in a format that is clear and readily understandable to the non-technical reader.

Kind regards

Telephone:

Email: planning@horsham.gov.uk



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