

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 19 March 2026 16:05:22 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 19/03/2026 4:05 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:	The Ferns High Bar Lane, Thakeham Pulborough
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Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Highway Access and Parking - Loss of General Amenity - Other - Overdevelopment
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. 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.

5. 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.

6. Market Absorption and Overdevelopment

Thakeham doesn't need more housing for local people so occupiers of 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.

7. Policing.

Once developed this site will create an additional demand upon the Police Service that does not currently exist. The Police will need to recruit additional staff and officers and equip them. The development will also require the services of a police vehicle and investment into Automatic Number Plate Recognition (ANPR) and speed awareness infrastructure.

8. Relative impact.

The current baseline figure for numbers of dwellings in Thakeham is around 550 dwellings. A further 53 dwellings⁵ (of 65 allocated under the TNP) are also planned for the settlement. Relative to this baseline figure and as is clearly apparent from visiting the village, 150 dwellings would be a very significant increase in scale, particularly in the context of the scale of expansion that the village has already undergone in recent years

Kind regards

Telephone:

Email: planning@horsham.gov.uk



Horsham District Council, Albery House, Springfield Road, Horsham, West Sussex RH12 2GB
Telephone: 01403 215100 (calls may be recorded) www.horsham.gov.uk Chief Executive: Jane Eaton