

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 12 March 2026 08:39:13 UTC+00:00
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 12/03/2026 8:39 AM.

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 residential dwellings (including affordable housing) (Use Classes C2 and C3); 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: 2 Fir Villas Southwater Street Southwater Horsham West Sussex

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Highway Access and Parking
- Loss of General Amenity

- Other
- Overdevelopment
- Trees and Landscaping

Comments:

Objection to Planning Application DC/26/0366

Resident of Southwater

I object to this application on the following planning grounds:

1. Conflict with the Planning Framework

The proposal represents an unsustainable scale of development for Southwater.

It conflicts with the Southwater Neighbourhood Plan and the wider Horsham planning framework which seeks to manage growth in line with the district's settlement hierarchy.

2. Loss of Countryside and Landscape Character

The development would extend the village significantly into open countryside and productive farmland.

This would result in the permanent loss of countryside and erosion of the rural landscape setting of Southwater.

3. Traffic and Highway Impact

The cumulative traffic impact on the A24, Worthing Road and surrounding local roads appears underestimated.

Southwater already experiences congestion and deteriorating road conditions, and additional daily vehicle movements would worsen congestion, pollution and road safety.

The transport assessment appears to rely heavily on modelling assumptions regarding trip generation, modal shift and junction capacity which may not reflect real-world travel behaviour in Southwater, where private car use remains the dominant mode of transport.

4. Infrastructure Deficit

The infrastructure proposals appear insufficient relative to the scale of population increase proposed.

Southwater and the wider Horsham area already experience one of the lowest GP-to-population ratios in West Sussex, and there is limited evidence that healthcare, education and other essential services will expand proportionately with the development.

5. Water Supply and Environmental Sustainability

The application does not clearly demonstrate how long-term water supply and water neutrality requirements will be addressed.

There appears to be limited clear documentation explaining how additional water demand from the development will be sustainably provided in an already water-stressed region.

Any reliance on offsetting water demand elsewhere raises serious questions about deliverability, long-term monitoring and whether the claimed savings are measurable or enforceable in practice.

In a water-constrained region, reliance on offsetting strategies rather than genuine demand reduction risks simply shifting the problem elsewhere rather than solving it.

6. Sustainable Transport

The scheme does not clearly demonstrate how sustainable transport options such as viable bus services will be delivered.

Without credible alternatives to private vehicles, the development risks increasing car dependency and undermining sustainability objectives.

7. Community Consultation

The "Statement of Community Involvement" appears to rely on a very limited number of responses relative to the scale and long-term impact of the development proposed.

This raises concerns as to whether the consultation undertaken can reasonably be considered representative of community views.

Closing Statement:

The scale of development proposed risks fundamentally altering the character and infrastructure balance of Southwater in a manner inconsistent with the district's settlement hierarchy.

Additional Consideration:

If the promised infrastructure, transport improvements and environmental mitigation measures fail to materialise or prove insufficient once the homes are built, what realistic mechanism exists for the Council or community to reverse or remedy the permanent loss of countryside and the pressures placed on local infrastructure?

Kind regards

Telephone:

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