

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 15 March 2026 16:57:22 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 15/03/2026 4:57 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 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: 7 Courtlands Southwater Horsham West Sussex

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

- Design
- Highway Access and Parking

- Other
- Overdevelopment
- Trees and Landscaping

Comments:

Objection to DC/26/0366 - Berkeley Homes Outline Application, Southwater

Ground: Traffic Congestion, Road Safety, and Social Integration - Traveller and Business Site (North of Village)

I wish to object to the proposed traveller and business site located at the northern edge of the Southwater allocation on grounds of traffic congestion, road safety, and failure to achieve appropriate community integration.

The northern fringe of Southwater is served primarily by the A24 corridor, a route already operating at or near capacity during peak periods. The Hop Oast Roundabout and adjacent junctions have been independently identified as congestion pinch-points, and the cumulative impact of 1,000 new dwellings proposed under DC/26/0366 will compound existing delays significantly.

Introducing a permanent traveller and business site at this location - which will generate additional HGV and commercial vehicle movements beyond those associated with residential development - adds a further category of traffic demand that has not been adequately assessed or mitigated in the submitted Transport Assessment.

Traveller and business sites characteristically produce irregular, high-intensity vehicle movements including large vehicles, caravans, and commercial plant. Siting such a use at the northern approach to the village, directly adjacent to the A24, raises serious road safety concerns. Vehicles entering and exiting the site will do so at a point where traffic speeds are higher and sight lines may be compromised by the existing highway geometry.

There is no evidence in the application that a Stage 1 Road Safety Audit has been carried out specific to this site access, nor that West Sussex County Council Highways has formally accepted the proposed junction arrangements as safe.

NPPF paragraph 108 requires that development only be permitted where it can be demonstrated that safe and suitable access can be achieved. The applicant has not discharged this requirement in respect of the traveller and business site specifically. HDC should not grant permission in the absence of a standalone access and safety assessment for this element of the scheme, and should require WSCC Highways to provide a specific response on this point before determination.

Beyond highway matters, the proposed location is also fundamentally unsuitable in terms of social integration. The site is positioned at a remote northern extremity of the development, at significant distance from Southwater village centre, its shops, services, schools, and community facilities. Government policy on traveller sites - as set out in the Planning Policy for Traveller Sites (PPTS, August 2015) and reinforced by NPPF principles of sustainable, inclusive communities - is clear that traveller accommodation should be located where residents can access mainstream services and participate in community life on equal

terms with the settled population. A site that is physically isolated at the edge of a large development, separated from the village core by the entirety of the new housing area, fails this test entirely. Placing the traveller site in this peripheral location risks creating a segregated community rather than an integrated one, contrary to both the letter and spirit of national policy. The PPTS explicitly states that sites should, where possible, be located in areas with good access to local services. That criterion is plainly not met here. HDC should therefore require the applicant to reconsider the location of the traveller and business site and to identify an alternative position within the allocation that is more centrally located, better connected to village services, and capable of fostering genuine community integration - while also addressing the road safety and traffic concerns outlined above. For all these reasons I respectfully request that this element of the application be refused in its current form, or at minimum that the applicant be required to submit a revised site location with a supporting assessment addressing both the highway safety implications and the social integration requirements of national policy before determination proceeds.

Kind regards

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