

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 23 March 2026 11:39:46 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 23/03/2026 11:39 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

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Customer Details

Address: Braclea New Road Southwater

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:
- Highway Access and Parking
- Other

Comments:

Highway Access and Parking & Infrastructure. I am objecting to the Berkeley Homes proposal to build 1,000 homes northwest of Southwater because the local road network is already at breaking point and this development will enhance the problem. The A24, which is the only realistic route in and out of Southwater for most journeys, is already at or beyond capacity at peak times. This is not residents' opinion, it is confirmed in Horsham District Council's own evidence base. The Hop Oast roundabout, which would be one of the main access points for the Berkeley Homes development, is already at capacity according to the Council's own figures and this is before a single Berkeley Homes home is built. Adding 1,000 new homes, alongside the 800 already approved at the Horsham Golf Club site, would bring 1,800 new car-dependent households through this single junction. Adding 1000 homes will increase car dependency and increase the number of cars on local roads by approximately 1500 in the village which will add to the traffic attracted to the village for school drop off and pickup from villages outside Southwater. The problem will not simply be an increase of traffic due to houses but also due to the new school being promoted as part of the proposal. When Berkeley Homes previously applied for 1,500 homes on the same site, West Sussex County Council Highways raised serious unresolved objections on traffic grounds. The application was withdrawn. Those concerns were never resolved and the traffic position has deteriorated since then. Adding traffic signals or road markings to an already-overloaded junction does not solve the problem. It delays it and makes it slightly more orderly. The underlying capacity is still exhausted and would create traffic bottlenecks within the village and on the A24 resulting in gridlock for new and existing residents. I ask that the Berkeley Homes 1,000-home proposal be refused on the grounds that the A24 corridor and local road network cannot accommodate the traffic it would generate, and no viable mitigation has been demonstrated. As a Southwater resident, this affects me directly because it already takes me additional time to exit onto the Worthing Road from my road in the mornings for work, due to the extra cars created by the existing Broadacres estate, compared to when I moved to the village in 2010. Furthermore, I am objecting because this application is one of the worst possible locations for large-scale housing in terms of car dependency. Southwater has no railway station. Christ's Hospital station (the nearest) is remote from the village, served by infrequent trains and has no meaningful car parking. The bus service is sparse and does not serve newer housing estates. There is no viable cycling or walking route across the A24 dual carriageway or the railway line that separates Southwater from Horsham town centre and the district's main employment areas. The result is that every new Southwater resident will need a car for virtually every significant journey. This is not a lifestyle choice, it is a geographical fact. HDC's own Local Cycling and Walking Infrastructure Plan (2020) confirms that the A24 and railway are hard physical barriers that cannot realistically be crossed on foot or by bike. Southwater has very limited

employment of its own. People who move here for work will commute by car, adding daily vehicle movements to roads that are already at capacity. This is the opposite of the sustainable development that planning rules require. The question of where new residents will look for services and schools deserve scrutiny. Berkeley Homes' supporting documents suggest a school linkage with the Horsham Golf Club development, but this connection has not been made sufficiently clear by the applicant. It is also unclear whether the Golf Club development is looking to Southwater more broadly for other services and infrastructure, or whether, in practice, residents of both developments will look to Horsham for schools, healthcare and employment rather than to Southwater at all. If the latter is the case, it further undermines the case for locating large-scale development here: new residents will not be served by Southwater's limited facilities, they will simply add to the traffic burden on routes into Horsham. Berkeley Homes' proposal includes aspirational commitments to bus services and cycle routes, but these are not funded, not contracted, and not enforceable. Aspirations are not infrastructure. I ask that the Berkeley Homes 1,000-home proposal be refused on the grounds that the site is inherently car-dependent by geography, with no credible prospect of genuinely sustainable travel alternatives being delivered. I would like to add that the traffic assessment for the proposed secondary school is seriously flawed and creates a real child safety risk. Berkeley Homes' transport assessment claims the new secondary school would generate very little additional traffic, arguing that most pupils will walk or cycle. This conclusion is not credible. A new secondary school south of Horsham would attract pupils from across a wide area, including from the 800 homes already approved at the Horsham Golf Club site. However, the A24 dual carriageway lies between the Golf Club development and the proposed school. The A24 is a highspeed, high-volume trunk road. There is no safe pedestrian or cycle crossing at a suitable point for school-age children. Without a safe crossing, the assessment's walking and cycling projections for school trips are worthless. Children who try to cross the A24 at an informal or unsignalized point are at serious risk of a road accident. This is not a detail to be sorted out at a later stage; it is a fundamental safety constraint that must be resolved before planning permission is granted. The only adequate solution is a grade-separated crossing; either an underpass or a footbridge. This is expensive infrastructure that Berkeley Homes has not committed to fund, design or deliver. I ask that the Berkeley Homes 1,000-home proposal be refused until Berkeley Homes has committed in writing to fund and deliver a fully safe, grade-separated pedestrian and cycle crossing of the A24 as a condition of any permission.

Kind regards

Telephone:

Email: planning@horsham.gov.uk



**Horsham
District
Council**

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