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Sent: 08 April 2026 22:37:11 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Land North West of Southwater DC/26/0366
Categories: Comments Received

Please see the following response from Horsham District Cycling Forum.

- The location is basically a car dependent one, so significant changes are needed to prioritise non-car modes of travel - cycling, walking, wheeling and public transport.
- The application does not take a vision-led approach, as required by the NPPF. We support the proposals from Active Travel England that the Transport Assessment must quantify daily walking and cycling trips, not just peak-hour vehicle movements, and that these trips should be assigned to the local network. This can then inform infrastructure design.
- The Travel Plan must include clear, measurable mode share targets from the outset, not deferred until after occupation.
- **Cycle parking** - the overall strategy needs to be laid out at this stage, and not wait until the reserved matters stage. Residential cycle parking needs to be covered and secure, and should be located at the front of the property to allow easy access for everyday use. As per the HDC Local Plan requirements, cycle parking should be 'at least as convenient as car parking'. Cycle parking provision in rear garden sheds should not be permitted.
- **Walking route audit** - this is a useful document, showing the areas which need to be addressed. However, we are concerned that there has been no **Cycling Level of Service** carried out. This is part of ATE's toolkit which is missing from the Transport Assessment.

Hop Oast area:

- We welcome the proposal to signalise the Hop Oast A24 roundabout and to provide crossings for cycling and walking. However, the paths leading to the roundabout must be designed to LTN 1/20 standards, including those south to Blakes Farm Road and Worthing Road. The buffer widths between the paths and the carriageway must also meet the standards,
- We are glad to see the cycle and pedestrian crossings built into the design of the new north access roundabout on to Worthing Road.

Routes to Christs Hospital station/school

- We strongly support the ATE proposal of a direct pedestrian and cycle connection from the site's north west corner to Christs Hospital Road. This could be a well used addition to the route.

- Lighting along the route to the station is important, particularly for the security of women and girls and for personal safety as it will be used year round.
- The station itself has inadequate cycle parking security, and there have been a number of serious bike thefts from this location. This needs to be addressed.
- The station has poor disability access. This could be improved in part by opening up the existing gate on the north bound platform which would give access directly on to the Downs Link path on the north side of the station.
- Wayfinding signage to the station in all directions would be valuable and could increase rail usage.
- **Bridleways 1642/1662** can provide a secondary route to Christs Hospital. We welcome the proposed crossing improvement at Two Mile Ash Road, although we would like to understand the proposals better. Improvements to parts of these bridleways are also needed to give easier cycle access.
- **Bridleway surfacing:** we strongly support ATE's comments as follows: *Sealed, drained and bound surfaces that are prevented from being grown over (ie: by edging strips) should be insisted upon if the whole community is intended to benefit from the active travel provision around the site, as per the pledges of the DAS.*

Routes to Horsham

If such a large new community is to be built here it is essential that there are safe and attractive active travel routes between Southwater and Horsham.

The signalisation of the Hop Oast roundabout is good, but it still leaves Worthing Road from Hop Oast into Horsham unchanged.

One option is to use the route through the new Berkeleys development to Two Mile Ash Road and Tower Hill, then north down Worthing Road from the Boars Head junction.

A number of changes would be needed to make this safe and attractive: a) traffic on Two Mile Ash could be reduced by building a bus gate to remove through traffic - the main vehicle route to Christs Hospital from Horsham could then be along Worthing Road and through the north end of the new development b) a segregated cycle track would be needed on Worthing Road from the Boars Head north to the railway bridge c) consideration would be needed for further active travel improvements along Worthing Road from the railway bridge to the town centre.

Worthing Road in Southwater

We agree with and support ATE's comments on this road (sections 3.5 and 3.6 of their response). It is a critical link in Southwater which is currently poor for pedestrians and entirely unsuitable for safe cycling. The proposed changes do little to improve this.