

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 16 March 2026 15:55:58 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 16/03/2026 3:55 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: 4 Courtlands Southwater Horsham

Comments Details

Commenter Type: Consultee

Stance: Customer objects to the Planning Application

Reasons for comment: - Highway Access and Parking

Comments:

I am objecting to the Berkeley Homes proposal to build 1,000 homes northwest of Southwater because this 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.

Kind regards

Telephone:

Email: planning@horsham.gov.uk



**Horsham
District
Council**

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