



SOUTHWATER PARISH COUNCIL

Beeson House, 26 Lintot Square,
Fairbank Road, Southwater,
West Sussex RH13 9LA

Planning Department
Horsham District Council
Albery House
Springfield Road
Horsham
RH12 2GB

01 August 2025

Dear Sir or Madam,

Re: Objections to Planning Application DC/25/0102

Land at Campsfield, Linfield Close, Southwater RH13 9FR

The Council are writing to further clarify and reinforce its objection to planning application DC/25/0102 for the proposed development at Land at Campsfield, Linfield Close, Southwater RH13 9FR following contact with concerned residents.

As outlined in Point 2 of our letter dated 21 March 2025, this proposal directly conflicts with **HDPF Policy 40 (Sustainable Transport)** and **Policy SNP4 (Keeping Our Roads Moving)**, both of which require new developments to ensure safe and sustainable transport solutions while mitigating traffic congestion. The sole access route through the Mulberry Fields Development is demonstrably under pressure and would be unable to safely accommodate the additional 150+ vehicles and associated daily vehicle movements anticipated from this development.

The Transport Assessment submitted fails to demonstrate that the proposal will not result in severe congestion or safety hazards, particularly at Pollards Hill, Hop Oast Roundabout and A24 intersections.

In addition to the direct impacts of this application, the cumulative effect of traffic from other committed developments must be considered. The recently approved DC/22/0302 (Sony Site), now being redeveloped into a logistics centre, will generate significant movement of heavy goods and staff vehicles. Likewise, the appeal decision granting permission for 800 dwellings at Horsham Golf & Fitness will create substantial additional traffic pressure on the same road network and junctions, particularly Pollards Hill, Hop Oast and the A24. When combined with the additional vehicles from DC/25/0102, the cumulative residual impacts on highway capacity and safety will be severe, contrary to NPPF para. 111, HDPF Policy 40 and SNP4. These impacts are not speculative: they are certain, committed developments, and must therefore be assessed as part of this application.

Furthermore, Policy SNP4.1 clearly states that major developments must not cause severe or unacceptable safety impacts on the local road network. The absence of a secondary access road is a critical flaw, especially in terms of construction traffic and emergency vehicle access.

In addition to these policy-based concerns, we would like to highlight the following:

Road Suitability: The current approach road is already narrow and heavily used by residents of Mulberry Fields, with on-street parking on both sides significantly reducing the available carriageway. The attached images taken at 8:00 am and 4:30 pm on various weekdays, clearly demonstrates the congestion and limited space during peak times which can occur from just a few vehicles. These conditions already create congestion and limited manoeuvrability for existing traffic.



Centenary Road – entrance from roundabout



Vehicles parked on Centenary Road, near Heasman PI



Vehicles parked on Centenary Road, past Heasman



Cars parked along Centenary Road on the approach to the park area

Tight Bends: The road includes sharp bends which make it difficult for vehicles, particularly larger ones such as lorries and vans, to pass safely. These bends, combined with the narrow width and pedestrian crossings, present a significant safety risk and raise questions about the road's capacity to handle both construction traffic and the additional 150+ vehicles expected once the development is complete. Further concerns in relation to emergency vehicle access.



Centenary Road - tight bend near Cootes Mews



Reverse view of the bend at Cootes Mews



Centenary Road at junction with Faires Close showing tight bend



Centenary Road showing crossing points from the pathways from the park area (which would be utilised by pedestrians from Campsfield

Furthermore, the cumulative impact of this proposal must be considered alongside the existing pressures from Mulberry Fields. The NPPF requires cumulative effects to be assessed, and the evidence demonstrates that the access arrangements were not designed to serve additional large-scale development. This results in residual impacts that are severe in both traffic and amenity terms. We also note that the proposal fails to demonstrate safe and reliable access for emergency and service vehicles, contrary to NPPF para. 110 and SNP4.1, which is a fundamental requirement of sustainable development.

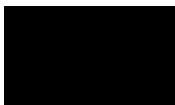
In addition to the long-term traffic impacts, the suitability of Mulberry Fields to accommodate construction traffic is itself a material planning consideration. The NPPF (paragraphs 110–111) requires developments to ensure safe and suitable access for all users and to be refused where residual cumulative impacts are severe or highway safety is compromised. The proposed construction route via narrow residential roads with sharp bends, on-street parking, and pedestrian crossings cannot safely accommodate large construction vehicles without causing significant risk to pedestrians and unacceptable harm to the amenity of existing residents, contrary to HDPF Policy 33 and SNP4.1. Case law has confirmed that construction impacts may be considered material where they are severe and unavoidable. Unlike other sites where construction management can mitigate impacts, here the inherent design and geometry of the sole access road make safe accommodation of construction traffic impossible. This weighs heavily against granting consent.

Request for Planning Condition (Construction Access): Given the unsuitability of the existing residential access route through Mulberry Fields for heavy construction traffic, Southwater Parish Council respectfully requests that Local Planning Authority, Horsham District Council, if minded to approve this application, impose a robust planning condition requiring the applicant to identify and implement a separate, dedicated construction access route that does not rely on the existing Mulberry Fields estate roads. This would reduce risks to highway safety, minimise disruption to residents, and ensure compliance with HDPF Policy 33 and NPPF paragraph 111. The use of Centenary Road and associated internal roads for construction access is wholly inappropriate, and its prohibition should be formally conditioned to protect residential amenity and public safety.

Environmental Impact: The proposed development does not align with **HDPF Policy 25 (Natural Environment and Landscape Character)**. The development would require the removal of mature trees and established vegetation, which currently support local biodiversity. These green spaces provide essential habitats for wildlife, contribute to air quality, and help maintain the ecological balance of the area. Their loss would have a lasting negative impact on the local environment and community character.

Given the cumulative impact of these issues, we strongly urge the planning department to carefully consider these constraints and request that a comprehensive traffic, safety and ecological impact assessment be undertaken before any decision is made.

Yours faithfully,



Justin Tyler

Executive Officer & RFO