

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 28 August 2026 15:28:12 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/26/0913
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 28/08/2026 3:28 PM.

Application Summary

Address:	Land East of Oaklands Henfield Road Cowfold West Sussex
Proposal:	Outline planning application for a phased development of approximately 40 residential dwellings, vehicular access, car parking, landscaping, open space and other associated works and infrastructure. All matters reserved except for access.
Case Officer:	Alice Johnson

[Click for further information](#)

Customer Details

Address: Oakcroft Henfield Road Cowfold Horsham West Sussex

Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Highway Access and Parking - Other - Overdevelopment
Comments:	I am writing to object to planning application DC/26/0913 for the proposed residential development on the land East of Oaklands, Henfield Road (A281), Cowfold for the following reasons: Increased Traffic Generation & Congestion and Road Safety Issues:

PL03 the proposed site plan shows 99 dedicated parking spaces for motor vehicles (including visitors) within this development, which were deemed to be required. Realistically we know these spaces will all be used, as the demand for convenient car use is ever increasing, over time and so there will be potentially 99 extra vehicles trying to exit and enter a restricted driveway that was originally designed for one bungalow.

The submitted transport document hints at how the very worrying problem of increased traffic maybe slightly mitigated by theoretical lift sharing and the use of bus services, etc. However these do not match the convenience, flexibility and reliability that a car offers. The rural bus service is limited in frequency and would not be suitable to get many workers to their places of employment, or gym goers, shoppers etc. The Buses only serve limited routes and so do not adequately cover towns and villages to the West or East, therefore the car will dominate on this estate and will add to the already high levels of pollution that are regularly measured in our village.

The ATC report (- part of the Transport document) shows for example that on Wednesday 13th May 2026 there were already 2109 vehicles travelling Southbound between the hours of 0700 and 1800hrs on the A281. This equates to an average of 191 vehicles per hour (over the 11 hours) in one direction. The data shows that 2398 vehicles travelled Northbound over the same period, with an hourly average of 218. This highlights that the A281 is already a very busy with a total of 4507 vehicles in both directions and a combined average of 409 motor vehicles per hour at peak times, which if this proposal were allowed to go ahead could be increased by 99 more potentially.

There would also be a significant number of extra vehicles associated with an estate of this size, namely Amazon, Evri , Royal Mail and other accessory delivery companies, plus food delivery companies and tradespeople to service the 40 homes. Add to these taxi collections and drop off, and bin lorries etc all using the entrance roadway, which need to be taken into account with regards to increased traffic generation and yet more pollution.

When building on a site of this scale, Heavy Goods Vehicles would be required in significant quantities to supply to site: the bricks, blocks, timber roof tiles and heavy equipment to build the houses, producing even more traffic and emissions. These and any other lorries or large vans travelling southwards to enter the site would need to go onto the wrong side of the road to sweep left in to this narrow entrance, causing more risk to the safe and efficient operation of this section of road.

Over the years more and more households and businesses in Henfield Road (A281) Cowfold have already acquired more

vehicles than they can fit on their driveways or premises, so the roadway itself is used to park vehicles. There are no parking restrictions and this situation is increasing year on year. However the down side is that it often turns this road into a single passable carriageway with some unplanned passing spaces. The carriageway has some bends and the road rises and falls in places, which means that drivers cannot always see whether it is safe to pull forwards around a row of parked cars and safely get back onto their side of the road. This causes daily clashes with drivers remonstrating as to who should go first. Horns, speeding to try and force their way through and arguments often ensue. To significantly increase the traffic with such a large development onto this already overcrowded road at peak times is a dangerous proposition.

Queues are already generated every day leading up to the twin mini roundabouts and these can stretch down to the National speed limit signs past the stream to the very south of the village. Now there would be numerous new vehicles trying to exit from the proposed development and trying to join the existing queue. When you live in the village you are aware of the real state of vehicular traffic and do not just see a snapshot used to compile a one off report.

There have been numerous accidents on this road, mainly minor ones that do not involve injury and therefore do not necessitate reporting to the authorities. Typically wing mirrors (which I often see lying in the road) damaged or side scrapes caused by misjudgements or being forced to move into a gap too early. I have also seen the local Dog Rescue van being totally wrecked, having been left parked on this road.

It must be remembered that we live in a rural area and so at certain times of the year we have processions of Tractors with long loaded trailers trying to navigate this, in places, single lane carriageway. The SMG garage regularly have a car transporter park in the vicinity of the proposed development and unload a fleet of new vans and then load up and take away the older vans. This is a requirement of that business, but causes vision difficulties for approaching vehicles on the A281. I doubt it would be safe to exit from the development that is perpendicular to the lorry, with little or no view during this process. A similar loading and unloading from a low loader regularly occurs with the nearby crane and lifting equipment business with similar issues.

The immediate vicinity of the proposed site entrance needs to be fully highlighted. The site is directly opposite the SMG Volkswagen company, which is busy with it's workshop, sales, servicing and Parts supply sections. People travel to get their specialised services and so customers park on the roadway directly outside and it produces considerable custom, which means lots of vehicles. A similar thing can be said for the popular

Hare and Hounds Public house. People travel to eat and drink there and their carpark overflows at lunchtimes and in the evening. These parked vehicles will interfere with the vision of vehicles entering or leaving the proposed site and could be extremely hazardous to negotiate especially in poor lighting conditions. Nearby there are also three other access roads: South Leas, Eastlands and Summer Meadows compounding the safety risks and problems involved in additional traffic movements.

Pollution, disturbance and contravention of local Council development plans.

The Horsham District Planning Framework document dated Nov 2015 is very clear that air quality is of particular concern. If the quality is below the given standard then they will need to declare the area an Air Quality Management Area (AQMA's) and COWFOLD has already failed this test. It is one of only two such areas in their jurisdiction. Clearly the most common source is vehicle emissions, so why would a development of this size with potentially 99 more vehicles, plus service / delivery vehicles even be considered when the problem is well known (hence the pollution monitoring stations in Cowfold and AQMA declaration). This would clearly make the situation much worse, thus damaging more children and adults health in our village. Surely this is the purpose of creating a Framework plan in the first place, to highlight existing problems and ensure that all is done to stop them getting worse through planning procedures.

HDC's Policy 24: Strategic Policy : Environmental Protection adds that the quality of the District's environment will be protected through the planning process.....developments will be expected to minimise exposure to and the emission of pollutants including noise, odour, air and ensure that they minimise air pollution in order to protect human health and the environment.

Henfield Road residents already experience queuing traffic with vehicles idling and exhaust emissions building up as well as the noise disturbance aspect of vehicles (acceleration, braking and use of horns). We do not want this situation to be exacerbated with a big development (-an overdevelopment) on our doorstep adding to the existing queue at peak times.

The Cowfold Neighbourhood Plan key aims include creating an environment that reduces the impact of traffic and associated pollution focussing on the health of residents. This application will increase traffic levels with potentially 99 more vehicles and therefore the impacts will increase. This plan goes on to say that new developments should be sustainable and one of the criteria for this is NOT to have any measurable negative impact on Air Quality.....

It also seeks to ensure that access to these sites has a positive

impact on traffic by reducing standing traffic within the conservation area. The reverse would be true in this case as it will be adding more cars that exit from the proposed site and join the bottom of the existing queue on the northbound side of the A281. The queue extends up into the conservation area by the twin roundabouts at peak times and so the new site would actually be adding to the number of cars standing in this area as a longer queue passes through and therefore extend the timeframe of pollution and more noise.

It needs to be taken into account that there are several smaller scale developments in the planning process currently and the cumulative effect of all these applicants together need to be considered carefully. The other applicants are on a much smaller scale and so have a lot less effect as opposed to a 40 dwelling proposal on our small village.

Kind regards

Telephone:

Email: planning@horsham.gov.uk



**Horsham
District
Council**

Horsham District Council, Albery House, Springfield Road, Horsham, West Sussex RH12 2GB
Telephone: 01403 215100 (calls may be recorded) www.horsham.gov.uk Chief Executive: Jane Eaton