From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 21 October 2025 20:03:57 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/24/1855
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 21/10/2025 8:03 PM.

Application Summary

Address:	The Mucky Duck Tismans Common Rudgwick West Sussex RH12 3BW
Proposal:	Proposed redevelopment and change of use of the former public house and outbuildings The Mucky Duck (sui generis Use Class), and the adjacent residential property The Old House (Class C3), to a boutique hotel (Class C1), restaurant and bar (Class E (b) (FULL).
Case Officer:	Alice Johnson

Click for further information

Customer Details

Address:	Home Barn Tismans Common Rudgwick

Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Highway Access and Parking - Overdevelopment - Privacy Light and Noise
Comments:	The proposal creates serious traffic and highway safety risks by funnelling all vehicles through a single widened entrance on Hornshill Lane, a narrow, unlit, single-track rural road with deep ditches, blind bends, and no footpaths.

None of the submitted reports consider verge parking once the car park is full. Verge parking would obstruct sight lines, an assumption of clear sight lines is the foundation of moving the entrance, and verge parking will obscure these and narrow the lane further, and endanger all users. The deep hidden ditches on either side of Hornshill Lane make verge parking even more hazardous and impractical.

Additionally, when people leave their cars parked on the road or verge overnight to get lifts back in taxis or with friends, the bin lorry will not be able to pass, nor will fire engines or ambulances. This is totally unacceptable.

A recent real-world example illustrates the danger: when Loxwood Road (Alfold) was closed in August-September 2025 and traffic was diverted along Hornshill Lane, incidents were reported to the Council, and near-misses occurred daily due to blind spots and heavy vehicle traffic at 40mph+. This clearly demonstrates that the lane cannot safely handle increased vehicle movements, as well as verge parking. The risk extends to residents, walkers, horse riders, disabled carriage users, cyclists, and all other road users. An unenforced 20mph zone will not mitigate this.

The proposal provides only 36 parking spaces, yet based on the submitted plans, the combined capacity across the restaurant, hotel, and outdoor dining areas appears to accommodate around 240 people. There is no clear disclosure of total capacity, making all assessments of noise, transport, and traffic unreliable. Even assuming an average of 2.2 people per car, full occupancy would generate over 100 vehicles, almost three times the available parking provision. There is no public transport to the venue, further requiring the need for cars.

The Transport Statement and safety assessments therefore underestimate vehicle movements and associated risks, making their conclusions invalid. They fail to consider verge parking, the impact on two-way traffic, junction safety, or impaired sightlines. The Fox, with no hotel or function centre, has a similar number of spaces, and verge parking happens all the way up Loxwood Road, demonstrating this issue. On Hornshill Lane, this will be extremely dangerous, and moving the entrance, and verge parking causing the narrowing of the lane and impaired sight lines for heavy traffic, service vehicles and users, are not referenced in any documentation on traffic, parking or safety.

The Noise Impact Assessment is also incomplete, failing to account for approximately two-thirds of covers located outdoors. It relies solely on indoor-only noise data, which is unsuitable for a quiet rural environment where sound travels over long distances and activity continues late into the night. The omission of outdoor capacity, guest movement, and late-night noise renders the

report's findings unreliable.

Without transparent disclosure of the site's total capacity or any modelling of outdoor dining, traffic movements, parking overflow, and guest activity, the applicant's assessments of traffic, highway safety, and noise cannot be relied upon.

Accordingly, the application should be refused or deferred pending submission of a full capacity disclosure and then a comprehensive reassessment of transport, verge parking, verge safety, and noise impacts consistent with actual operating capacity and local road conditions.

Kind regards

Telephone:

Email: planning@horsham.gov.uk

Horsham District Council