

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 14 September 2026 13:18:25 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/26/0924
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 14/09/2026 1:18 PM.

Application Summary

Address:	Lock House Lock Partridge Green West Sussex RH13 8EG
Proposal:	Erection of holiday cottage (Full Planning)
Case Officer:	Bethan Tinning

[Click for further information](#)

Customer Details

Address:	1 Gatehouse Cottage Lock Partridge Green Horsham West Sussex
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Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Highway Access and Parking
Comments:	The below comments are submitted in respect of planning applications DC/26/0924 and DC/26/0925 and relate specifically to the Highway Authority consultation response. The Highway Authority's consultation response relies heavily upon the applicant's Transport Statement and, in particular, the assertion that the proposed development would generate only four vehicle movements per day. However, neither the Transport Statement nor the Highway Authority's response appears to assess the full range of traffic likely to be generated by the proposed business model, including:

- guest host visits;
- cleaning staff;
- linen servicing;
- maintenance contractors;
- grocery and other deliveries;
- caterers;
- wellness providers;
- hospitality-related services; and
- refuse collection associated with a commercially operated holiday-let business.

Consequently, there is insufficient evidence that the stated trip generation figures accurately reflect the actual operational activity associated with an 8-bedroom commercially managed holiday-let property.

Furthermore, the applicant's Transport Statement states that: "limited data is available within the TRICS database for holiday homes which would reflect the operation of this proposed use. Therefore, it is considered robust to use hotel trip rates as patrons would exhibit similar travel patterns." This assumption is questionable. The application itself promotes the development as a high-end 8-bedroom "super cottage" intended for large groups and extended stays. Such accommodation differs materially from a conventional hotel operation, particularly in relation to arrival and departure patterns, vehicle occupancy rates, servicing requirements and changeover activity. No evidence has been provided demonstrating why unspecified hotel trip rates represent a robust proxy for the operation of a large, self-catering holiday-let property.

Change over days are a particular concern given that there is only one lawful vehicular means of access and egress to the site. All guest arrivals, departures, deliveries, servicing vehicles and maintenance traffic associated with the proposed development would be required to use the same single-track route.

Finally, whilst the Highway Authority's assessment focuses primarily on whether the proposal would result in severe highway impacts, that does not address the separate requirement of HDPF Policy 26 to consider whether the proposal would lead, individually or cumulatively, to a significant increase in the overall level of activity within the countryside.

Accordingly, it is submitted that limited weight should be attached to the trip-generation conclusions contained within the Transport Statement until the applicant has demonstrated that the assumptions underpinning those conclusions properly reflect the operational reality of the proposed development.

Kind regards

Telephone:

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