
From: Planning@horsham.gov.uk
Sent: 21 May 2026 18:18
To: Planning
Subject: Comments for Planning Application DC/26/0638

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 21/05/2026 6:17 PM.

Application Summary

Address:	New Orchard New Hall Lane Small Dole Henfield West Sussex BN5 9YH
Proposal:	Permission in Principle for demolition of existing polytunnel and removal of hardstanding, and the erection of up to 9no. dwellings.
Case Officer:	Hannah Darley

[Click for further information](#)

Customer Details

Address:	1 The Beeches Shoreham Road Small Dole
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Comments Details

Commenter Type:	Consultee
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Highway Access and Parking - Loss of General Amenity - Privacy Light and Noise - Trees and Landscaping
Comments:	A very similar proposal by Hayloft Developments was rejected at consultation stage some years ago, that scheme was for 11 dwellings and was rejected. This new proposal is for 9 dwellings a number presumably to fit the criteria of Permission in Principle in hope of increasing at a later stage. The covering letter to the application by Maven Plan Ltd glibly refers to the access via The Beeches Private Road, there has been no communication with the owners of the five freehold bungalows regarding the increased road use either by Maven or Hayloft Developments Ltd who still retain ownership of the road due to previous promises to transfer ownership that have not materialised. The private road and all other aspects of the maintained areas of the development have been managed since late 2019 by The Beeches Owners Association acting as Managing Agents. Considerable expense by the Beeches owners to improve the appearance of the development

together with the need to properly repair the road surfaces which included the resetting of 8 road drainage gullies due to surrounding area collapse. Complex drainage requirements for existing 5 bungalows have required over [REDACTED] investment in repairs, replacement and maintenance over the last 9 years. If the new proposal seeks to link into this system it would not cope in any meaningful and would be financially unviable.

The road itself is a narrow block paved with 80 mm blocks on sub based of varying thickness suitable for light commercial vehicles and private motor vehicles up to 12.5 tonnes according to industry reference. The comment of Maven that the site provides adequate space for refuse and service vehicles is misleading in that the refuse collection is from Shoreham Road and the narrow width of the existing private road totally unsuitable for Refuse vehicles to travel to the new site even if their insurance covered them for private road access and on to a surface of this type due to potential weight damage.

The Beeches Private Road was originally part of the planning approval for the access of the five Beeches bungalows and has proved adequate for that purpose however two cars can slowly pass but anything larger is single traffic only, there are no pull in areas and foot traffic is via the road only. Increased traffic on the road will cause delay and disruption to the existing bungalow owners. The road is only 3.8 metres from the bedroom window of the proposed entry point of the new development road.

Maven in their covering letter refer to Delta application which is still pending a decision, that application also includes single storey dwellings - how many bungalows does Small Dole need and does this really serve the local property needs. In terms of approved developments, it conveniently ignores the large-scale Wates development further south of the Beeches. All of these proposals and approvals lead onto the Shoreham Road, a road already congested at peak travel times due in part to the expanding commercial developments on the Industrial estates north and south of the residential areas and increasing traffic from an expanding Henfield to the north and towns and villages south of Small Dole. Even during non-peak times traffic from the Beeches and Hoewood developments is difficult due to the proximity of both road exits. It should be noted that Shoreham Road is regularly blocked due to flooding in the Horn Lane area during the winter.

Maven presumably in trying dilute the inadequacies and unsuitability of the Beeches Private Road by stating that future residents of the new development can access local services by foot. Let us consider that, they will have walked from their property to enter Shoreham Road, they can then use a footpath on their side of the road for a very short distance before needing to cross the busy and dangerous Shoreham Road to use a footpath on the opposite side of the road, then proceeding down a difficult footpath towards village services. Once into the village centre they need to then cross the Shoreham Road again to be able to access those services i.e. shop/pub. The return journey crossing Shoreham twice more together with a severe uphill section of footpath, do they really think that is likely.

In applying for Permission in Principle the application avoids the need to address the highly complicated issues of road drainage and foul and sewage requirements that relate to the use of this site.

The Construction phase:

The impact on the Beeches residents and the other surrounding properties cannot be underestimated.

Heavy construction traffic entering the private road will impact properties on Shoreham Road as well as the Beeches bungalows with increased traffic, noise, smells and general disturbance, let us not forget it took the developer over 2 years to complete 5 bungalows should we expect them to take 4 years to complete 9 larger properties.

The narrow Beeches Private Road has no footpath therefore during the construction phase it will be a dangerous place for both pedestrians and residents and their private cars.

The most common industry standard for muck away lorries is 16 to 18 tonnes plus the weight of the lorry, these vehicles will be within 3.8 metres of the bungalow frontages almost certainly causing disturbance, blocking access and drive exits, smell and pollution with the very real danger of damage to the road surface, drainage and kerb edges, private driveways and even private vehicles.

Until a road surface is laid in the new development all construction traffic will need to either reverse out onto the Shoreham Road or use a short area in front of bungalow 1 to attempt a forward exit in the process blocking the exit of bungalow 1 and causing considerable nuisance

and disturbance.

General:

All of the construction vehicle movements and trade personnel needed for this scheme will have to enter and exit via the private road for a period of time that could extend for a number of years and even longer if the project is inadequately funded or progressed through a number of sub contract functions in an unsupervised manner.

Even if the scheme completed within a year (unlikely given previous performance) there could be as many as 1000 vehicle movements by trades personnel alone and several hundred extremely heavy and large construction and delivery vehicles all passing within 4 metres of the Beeches Bungalows. The same number entering and exiting along the Shoreham Road impacting on disruption to most properties that line Shoreham Road.

I therefore respectfully request that this Permission in Principle is refused, the safety of residents should be major consideration.

Kind regards

Telephone:

Email: planning@horsham.gov.uk



**Horsham
District
Council**



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