

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 04 September 2026 18:57:09 UTC+01:00
To: "Andrew Horrell" <andrew.horrell@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/26/1690

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 04/09/2026 6:57 PM.

Application Summary

Address:	77 Dunstall Avenue Burgess Hill West Sussex RH15 8PJ
Proposal:	Proposed demolition of various outbuildings and erection of a 4 x bedroom part two storey detached house with a detached 2 bay garage and two parking spaces
Case Officer:	Andrew Horrell

[Click for further information](#)

Customer Details

Address:	2 WALNUT CLOSE Burges Hill
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Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	Objection to Planning Application DM/26/1690 - 77 Dunstall Avenue I object to this application in its current form. My objection is not to the principle of development simply for the sake of opposing it, but because I do not believe the submitted information adequately demonstrates how a new four-bedroom dwelling and detached two-bay garage can be constructed, accessed and serviced without unacceptable impacts on Walnut Close and its existing

residents.

1. Suitability of Walnut Close as the access

Walnut Close was established as a five-property development. The original Development Handbook confirms that the Estate Road is private, that ownership was to pass to the residents' Management Company and that the residents bear the responsibility and expense of maintaining the private estate.

The current proposal would introduce an additional independent four-bedroom dwelling relying upon access through this existing private residential estate.

I therefore ask that the suitability of Walnut Close for this additional use is properly assessed rather than simply assuming that an access originally provided for the existing five-property development can accommodate a further dwelling and its associated construction and servicing movements.

2. Construction traffic, turning and reversing

My principal concern is how the proposed dwelling and garage could practically be constructed using Walnut Close.

Construction will inevitably require builders' merchants' vehicles, skip lorries, plant, concrete deliveries and other larger vehicles, together with numerous contractors and tradespeople.

I cannot see information within the application demonstrating how representative construction vehicles will:

- enter Walnut Close;
- reach the development site;
- stand wholly within the applicant's land;
- unload safely;
- turn around;
- and leave without significant reversing, waiting or obstruction.

I therefore request a proper swept-path analysis using vehicles representative of those actually likely to be required during construction.

These arrangements should be demonstrated before permission is granted, rather than being left unresolved until construction has commenced.

3. Limited space for unloading and construction operations

The issue is not simply whether a lorry is physically capable of entering the site.

Adequate space is also required to park and unload vehicles, move materials, operate any vehicle-mounted crane or HIAB and its stabilisers where required, accommodate plant, skips and stored materials, and still allow vehicles to manoeuvre safely.

I cannot see a construction logistics plan identifying dedicated areas for these activities.

I therefore ask that the applicant demonstrates that construction vehicles can stand and unload wholly within the development site, without Walnut Close being used for parking, waiting, unloading or material storage.

The arrangements should also address the initial site-clearance phase, including removal of the existing structures, equipment, stored materials and waste before construction begins.

4. Contractor parking

I can see no clear provision for contractor parking during construction.

Building a four-bedroom dwelling and detached garage is likely to involve several trades and vehicles on site simultaneously. Walnut Close is a small private Estate Road and should not become an overflow parking area for contractors or delivery vehicles.

I therefore ask that the applicant clearly demonstrates where contractor and tradesperson vehicles will park throughout the construction period without obstructing or relying upon Walnut Close.

5. Protected Oak T22

I have particular concerns regarding protected Oak T22, which is directly relevant to the construction access.

During consideration of the original Walnut Close development, Mid Sussex District Council's Arboricultural Officer identified T22 as a mature Oak approximately 16 metres high, protected by TPO BH/3/TPO/04. He recorded that the driveway passes beneath its canopy and within its Root Protection Area.

More importantly, the Council's Arboricultural Officer specifically questioned whether there was adequate space for construction, vehicle movements and scaffolding without damage to the tree.

This is particularly relevant to a proposal that could introduce repeated HGV, delivery and construction-plant movements through the same constrained area.

I therefore request that the Council's Tree Officer assesses the

proposed construction arrangements specifically in relation to T22, including vehicle heights, swept paths, unloading operations and protection of both the canopy and Root Protection Area.

Any construction logistics plan should demonstrate that the required manoeuvring and working space can be achieved without inappropriate pruning or encroachment into the protected tree's Root Protection Area.

6. Gradient, winter conditions and lack of street lighting

The entrance to Walnut Close is on a gradient: vehicles travel downhill when entering and must travel uphill when leaving.

Residents have experienced difficulty exiting Walnut Close during snow and icy conditions, to the extent that the Management Company has installed a grit/salt bin for winter conditions.

Walnut Close also has no street lighting and is extremely dark after dusk.

These factors should form part of the assessment of whether the route is appropriate for heavy construction vehicles, particularly where vehicles may need to stop, manoeuvre or reverse.

I ask that any Construction Management Plan includes appropriate adverse-weather arrangements and suitable controls on construction vehicle movements during hours of darkness.

7. Maintaining residents' access

Walnut Close remains the vehicular access for the existing residents.

The applicant should therefore demonstrate how uninterrupted access to the existing properties will be maintained during deliveries, unloading, construction-plant movements and other operations.

There should be no waiting, parking or unloading of construction vehicles on Walnut Close where this would obstruct or materially restrict residents from entering or leaving their properties.

8. Damage and deterioration of the private Estate Road

Walnut Close is privately owned and maintained by its residents, who bear the associated expense. This arrangement is expressly recorded in the original Development Handbook.

Repeated movements by HGVs, skip lorries, construction plant and builders' delivery vehicles have the potential to cause damage or accelerate deterioration to the road surface, kerbs, drainage

and other private infrastructure.

I therefore request a pre-construction photographic condition survey of the Estate Road and associated infrastructure, together with a post-construction inspection and arrangements for making good any construction-related damage.

Measures should also be included to prevent and promptly remove mud, sediment and construction debris from Walnut Close.

9. Refuse, servicing and emergency access

The application states that refuse and recycling bins will be stored beside the garage and moved to the front of the site on collection day.

I ask that the proposed collection point is clarified and that it is confirmed.

If refuse or other service vehicles are expected to enter, appropriate swept paths and turning arrangements should be demonstrated.

Given the backland location, I also ask that the Council satisfies itself that appropriate access and manoeuvring arrangements exist for emergency vehicles.

10. Private access arrangements

The applicant's formal right of access over Walnut Close was granted under a Deed of Easement in 2025 in relation to 77 Dunstall Avenue. The current proposal would create an additional separate dwelling from part of that property.

I appreciate that interpretation of private easement rights is not a matter for the Planning Authority and I am not asking the Council to determine those private rights.

I nevertheless reserve my position in relation to the extent of those rights and ask the Council to satisfy itself that the proposed development has a practical and deliverable means of access.

11. Construction Management and Logistics Plan

Given the constrained residential location, I ask that an indicative construction programme and phasing schedule is provided, including the anticipated duration of development and the periods during which substantial excavation, HGV movements and deliveries are expected.

If the Council is minded to grant permission, I strongly request that

no development or site clearance commences until a detailed Construction Management/Logistics Plan has been submitted to and approved by the Council.

That plan should address, as a minimum:

representative construction vehicle types and dimensions;
swept-path analysis;
vehicle turning and reversing arrangements;
the permitted construction traffic route;
clear identification of where HGVs, delivery vehicles and contractor vehicles may and may not travel;
vehicle standing and unloading areas;
contractor and tradesperson parking;
prohibition of construction vehicles waiting, parking or unloading on Walnut Close;
maintenance of uninterrupted access for existing residents;
delivery times and construction traffic hours;
site-clearance arrangements;
skip, plant and building-material storage;
specific protection measures for TPO Oak T22;
protection of the Estate Road, kerbs and drainage;
pre- and post-construction road condition surveys;
mud and debris control;
adverse-weather procedures;
construction movements during hours of darkness; and
anticipated construction duration and phasing.

Any approved arrangements should be sufficiently clear and specific that there can be no ambiguity during construction as to where construction vehicles are permitted to travel, wait, park or unload.

Conclusion

For these reasons, I object to the application in its current form.

My concern is that the submitted plans principally demonstrate what the completed development will look like, but do not adequately demonstrate how a development of this scale can practically be constructed and subsequently serviced through this constrained private residential access without unacceptable effects on Walnut Close, its residents, its privately maintained infrastructure and protected Oak T22.

I respectfully ask that these matters are fully assessed and adequately demonstrated before any decision is made.

Kind regards