

Delegated Decision

Sign off Sheet

Ref. No:	DM/25/0664	Case Officer:	Peter Davies
Application Type:	Householder Application		
Proposal:	Proposed new access and extended parking area.		
Site:	57 Ashenground Road, Haywards Heath, West Sussex, RH16 4PS, , , ,		
Validation Date	13 Mar 2025	Overall Expiry Date:	8 Apr 2025
Pre-Commencement Conditions Required:		Pre-Com Conditions Date Agreed:	
Recommendation:	Permission	Recommendation Date:	7 May 2025
Target Date:	8 May 2025	Recommending Officer Signature:	<i>Peter Davies</i>

Date Legal Agreement Completed: (if applicable)		No of Representations:	0
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Signed and Agreed By:	<i>Stephen Ashdown</i>	Date:	7 May 2025
Comments:			

MID SUSSEX DISTRICT COUNCIL

DM/25/0664

**57 Ashenground Road, Haywards Heath, West Sussex, RH16 4PS, , ,
Proposed new access and extended parking area.
Mr Ian Cains**

REPRESENTATION RECEIVED

None received.

SUMMARY OF CONSULTEES

WSCC Highways

This application seeks a proposed new access and extended parking area. The site is located on Ashenground Road, a C-classified road subject to a speed restriction of 30 mph.

From inspection of the submitted plans, the existing crossover is to be closed off and a new proposed 6m wide crossover is proposed to serve the site. From inspection of WSCC mapping, visibility appears comparable between the existing and proposed access points. The extended parking area will allow for cars to turn on-site and exit in a forward gear.

The proposed access works will be subject to a licence obtained through the local WSCC Highway Area Office and constructed to a specification agreed with the local WSCC Highway Area Engineer.

In summary, the LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following informatives should be applied:

Vehicle Crossover - Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Additional information about the licence application process can be found at the following web page:
<https://www.westsussex.gov.uk/roads-and-travel/highway-network-permits-and-licences/highway-licences/west-sussex-county-council-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways/>

TOWN COUNCIL OBSERVATIONS

No comment.

INTRODUCTION

The application seeks planning permission for the creation of new access and extended parking area.

RELEVANT PLANNING HISTORY

08/03461/COU - Change of use from residential care home to single dwelling. Removal of fire escape staircase and alterations. Permission

SITE AND SURROUNDINGS

The application property is a detached 3 storey dwelling located on the south side of Ashenground Road, within the built-up area boundary of Haywards Heath.

The application property is constructed from white painted brick with a hanging tile side extension. The dwelling has a pitched roof with plain roof tiles and has white uPVC fenestration. The dwelling is set back from the highway with soft landscaping to the front and a sloping driveway on the west side. The locality is characterised by detached dwellings of varying design, form and scale.

APPLICATION DETAILS

The application seeks planning permission for the creating of a new driveway to the front of the property. This will include raising the existing dropped kerb across the existing access and a new dropped kerb in front of the property with a width of 6 metres. Most of the existing driveway will be raised in level by up to 1.65 metres to match the front garden with a path down the side to remain. A brick wall will be along the west side of the parking area up to the pathway with a maximum height of 2.25 metres closest to the dwelling and 0.80 metres closest to the highway. The wall will be 0.60 metres in height from the level of the parking area.

The front garden will be covered over in permeable shingle with a width of 12 metres at the widest part and a maximum depth of 10 metres.

LEGAL FRAMEWORK AND LIST OF POLICIES

Planning legislation holds that the determination of a planning application shall be made in accordance with the Development Plan unless material considerations indicate otherwise.

Using this as the starting point the development plan for this part of Mid Sussex consists of the District Plan, Site Allocation Development Plan Document (DPD) and Haywards Heath Neighbourhood Plan

National policy (which is contained in the National Planning Policy Framework and National Planning Policy Guidance) does not form part of the development plan, but is an important material consideration.

Mid Sussex District Plan

The District Plan was adopted at Full Council on 28th March 2018.

Relevant policies:

DP21 - Transport

DP26 - Character and Design

Site Allocations DPD

The SADPD was adopted on 29th June 2022. It allocates sufficient housing and employment land to meet identified needs to 2031.

There are no relevant policies.

Haywards Heath Neighbourhood Plan (made December 2016)

Relevant policies:

E9 - Design

T3 - Car Parking

Other Material Considerations

Mid Sussex District Plan 2021-2039 Consultation Draft

The District Council is reviewing and updating the District Plan. Upon adoption, the new District Plan 2021 - 2039 will replace the current District Plan 2014-2031 and its policies will have full weight. In accordance with the NPPF, Local Planning Authorities may give weight to relevant policies of the emerging plan according to the stage of preparation; the extent to which there are unresolved objections to the relevant policies; and the degree of consistency of the relevant policies in the emerging plan to the NPPF. The draft District Plan 2021-2039 (Regulation 19) is currently at Examination and the stage 1 hearings were concluded on the 31st October 2024. There are unresolved objections to some of the Policies in the draft District Plan and as such, only minimal weight can be given to the Plan and this planning application has been assessed against the policies of the adopted District Plan.

Relevant Policies:

DPS1 - Climate Change
DPS2 - Sustainable Design and Construction
DPB1 - Character and Design
DPT4 - Parking and Electric Vehicle Charging Infrastructure

Mid Sussex Design Guide Supplementary Planning Document (SPD)

The Council has adopted a 'Mid Sussex Design Guide' SPD that aims to help deliver high quality development across the district that responds appropriately to its context and is inclusive and sustainable. The Design Guide was adopted by Council on 4th November 2020 as an SPD for use in the consideration and determination of planning applications. The SPD is a material consideration in the determination of planning applications.

National Planning Policy Framework (NPPF) (December 2024)

Paragraphs 8, 11, 131 and 135 are considered to be relevant.

National Planning Policy Guidance

ASSESSMENT

It is considered that the main issues that need to be considered in the determination of this application are as follows;

- Design and Character
- Impact on neighbouring properties
- Impact on parking provision
- Biodiversity Net Gain

Design and Character

Policy DP26 of the Mid Sussex District Plan states:

"All development and surrounding spaces, including alterations and extensions to existing buildings and replacement dwellings, will be well designed and reflect the distinctive character of the towns and villages while being sensitive to the countryside. All applicants will be required to demonstrate that development:

- *is of high quality design and layout and includes appropriate landscaping and greenspace;*
- *contributes positively to, and clearly defines, public and private realms and should normally be designed with active building frontages facing streets and public open spaces to animate and provide natural surveillance;*

- creates a sense of place while addressing the character and scale of the surrounding buildings and landscape;
 - protects open spaces, trees and gardens that contribute to the character of the area;
 - protects valued townscapes and the separate identity and character of towns and villages;
 - does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution (see Policy DP27);
 - creates a pedestrian-friendly layout that is safe, well connected, legible and accessible;
 - incorporates well integrated parking that does not dominate the street environment, particularly where high density housing is proposed;
 - positively addresses sustainability considerations in the layout and the building design;
 - take the opportunity to encourage community interaction by creating layouts with a strong neighbourhood focus/centre; larger (300+ unit) schemes will also normally be expected to incorporate a mixed use element;
- optimises the potential of the site to accommodate development."*

Policy E9 of the Haywards Heath Neighbourhood Plan states:

'Developers must demonstrate how their proposal will protect and reinforce the local character within the locality of the site. This will include having regard to the following design elements:

- o height, scale, spacing, layout, orientation, design and materials of buildings,*
- o the scale, design and materials of the development (highways, footways, open space and landscape), and is sympathetic to the setting of any heritage asset,*
- o respects the natural contours of a site and protects and sensitively incorporates natural features such as trees, hedges and ponds within the site,*
- o creates safe, accessible and well-connected environments that meet the needs of users,*
- o Will not result in unacceptable levels of light, noise, air or water pollution,*
- o Makes best use of the site to accommodate development,*
- o Car parking is designed and located so that it fits in with the character of the proposed development.*

Proposals affecting a listed building, conservation area, building of local interest or public park of historic interest or their setting should preserve or enhance their special interest and/or distinctive character.'

Dropped kerbs serving hardstanding driveways are widespread within the street scene. Therefore, the proposed works is not considered to cause harm to the visual amenity of the street scene and character of the area. Therefore, the application is considered to comply with policy DP26 of the Mid Sussex District Plan and policy E9 of the Haywards Heath Neighbourhood Plan.

Impact on neighbouring properties

Policy DP26 in part seeks to ensure that development:

'does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution (see Policy DP29);'

The proposed works are to the front of the property visible from the street scene. The proposed wall would be located approximately 1 metre from the shared boundary with no. 59 to the west which is marked by a close board fence. The raised levels created from the proposal may create some views into the neighbouring no. 59 however would overlook the driveway area which is visible from the highway.

Therefore, the proposal is not considered to cause significant harm to the amenities of nearby residents taking account of loss of outlook, overlooking, loss of privacy and reduction in sunlight and daylight and air, light and noise pollution. The proposal is therefore, considered to comply with the above-mentioned part of policy DP26 of the Mid Sussex District Plan.

Impact on parking provision

Policy DP21 in part states:

'The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;'

Policy T3 of the Haywards Heath Neighbourhood Plan states:

'Planning applications which result in the loss of existing off-street parking provision will be resisted unless it can be demonstrated that the development will enhance the vitality and viability of the town centre and, where possible, such schemes should aim to improve parking provision in the town centre. Development outside the defined town centre boundary should provide on-site parking in accordance with the standards adopted by MSDC.'

West Sussex County Council Highways were consulted as outlined above and raised no objection, subject to informative.

The licence is a matter separate to planning and as there are no highway safety concerns this is not a reason to withhold a planning permission. This will be formalised via an informative.

The existing dwelling has space for up to 2 cars on the driveway. The proposal will increase the available parking on site to at least 3 spaces and will therefore meet the parking requirements. Additionally, there is no on street parking restrictions. The proposal is therefore, considered to comply with Policy DP21 of the Mid Sussex District Plan and Policy T3 of the Haywards Heath Neighbourhood Plan.

Biodiversity Net Gain

Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990. This is a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. As a householder application this development is exempt from the requirement to provide biodiversity net gain.

PLANNING BALANCE AND CONCLUSION

In conclusion, due to the scale, position and nature of the proposal it would be in keeping with the character of the area, it would not cause significant harm on the amenities of nearby residents, it would protect the safety of road users and pedestrians and provide adequate car parking. Therefore, the proposal complies with policies DP21 and DP26 of the Mid Sussex District Plan, policies E9 and T3 of the Haywards Heath Neighbourhood Plan and with the relevant provisions of the NPPF. The application therefore accords with the Development Plan and is considered acceptable.

Decision: Permission

Case Officer: Peter Davies