

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Andrew Horrell
FROM:	WSCC – Highways Authority
DATE:	29 September 2026
LOCATION:	75 Mill Road, Burgess Hill, RH15 8DY
SUBJECT:	DM/26/2000 Proposed change of use from a residential property to six self-contained one-bedroom flats and works including the demolition of existing garage and single-storey rear extension and the erection of a two-storey partial side and full width rear extension with the provision of three off-street parking spaces, covered cycle parking, enclosed refuse and recycling store, and associated landscaping and boundary treatment.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

This application seeks the change of use from a residential property to six self-contained one-bedroom flats and works including the demolition of existing garage and single-storey rear extension and the erection of a two-storey partial side and full width rear extension with the provision of three off-street parking spaces, covered cycle parking, enclosed refuse and recycling store, and associated landscaping and boundary treatment. The site is located on Mill Road, an unclassified road subject to a speed restriction of 30 mph.

Access

No alterations are proposed to the existing vehicular access point onto Mill Road and there are no apparent visibility concerns at this access point. The LHA does not anticipate that the proposed development would give rise to a significant material intensification of movements to or from the site.

Parking

A single-bay garage will be lost as part of the proposals. However, it should be noted that the existing garage does not meet the minimum internal specifications for single-bay garages of 3m x 6m as outlined in Manual for Streets (MfS). Therefore, the LHA would not consider the existing garage for parking provision, as it is likely too small to accommodate modern sized cars. It is not unreasonable for the LHA to assume the existing garage may be being used for other purposes, such as storage.

The applicant proposes reconfiguring the parking to provide three car parking spaces for this development. The WSCC Car Parking Demand Calculator indicates that a development of this size in this location would require at least six car parking spaces. Therefore, some car parking may need to be accommodated on street.

Whilst on-street parking is limited in the immediate vicinity, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be a

detriment to highway safety. The LHA does not anticipate that the proposed shortfall of car parking provision would result in a detrimental highway safety impact, nor give rise to a parking capacity issue. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view. Weight is given to the fact the site is situated within a sustainable town location, within walking distance of public transport links and public car parks.

From inspection of the plans, the proposed parking bays are suitably sized, but on-site turning may not be achievable meaning cars may have to exit the site in reverse gear. However, this is not anticipated to give rise to an adverse highway safety impact, owing to good forward visibility in this location. Neighbouring properties operate similar access arrangements with no known highway safety concerns.

Regarding cycle parking, the applicant has demonstrated three cycle stores which will provide secure cycle parking provision in accordance with WSCC Parking Standards.

Conclusion

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 (in line with TR6 paragraph 4) and that there are no transport grounds to resist the proposal.

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

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Liz Corcoran
West Sussex County Council – Planning Services