

Delegated Decision

Sign off Sheet

Ref. No:	DM/25/2268	Case Officer:	Anna Tidey
Application Type:	Householder Application		
Proposal:	Proposed side and rear extensions. Remove existing chimney. Loft extension and conversion with dormer windows to front and rear, roof light windows to side and rear. Existing hedge replaced with 1m fence and gate relocated. New hardstanding and parking space with new dropped kerb.		
Site:	15 Turners Mill Road, Haywards Heath, West Sussex, RH16 1NW, , , ,		
Validation Date	16 Sep 2025	Overall Expiry Date:	3 Nov 2025
Pre-Commencement Conditions Required:		Pre-Com Conditions Date Agreed:	
Recommendation:	Permission	Recommendation Date:	10 Nov 2025
Target Date:	11 Nov 2025	Recommending Officer Signature:	Anna Tidey

Date Legal Agreement Completed: (if applicable)		No of Representations:	0
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Signed and Agreed By:	Steven King	Date:	10 Nov 2025
Comments:			

MID SUSSEX DISTRICT COUNCIL

DM/25/2268

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Mr Abdul Khalad

SUMMARY OF REPRESENTATIONS

None received.

SUMMARY OF CONSULTEES

Flood Risk & Drainage: We have no objection to the proposed development on flood risk grounds. This is subject to the proposed development incorporating all flood mitigation and resilience measures set out within the Flood Risk Assessment (Dated September 2025), including finished floor levels. As an advisory, we would suggest the Applicant considers further resistance and resilience measures suggested within the Environment Agency (EA) advice and implements any they deem appropriate due to the increased flood risk in the vicinity of this as a residential site (which are classified as 'more vulnerable'). Drainage should be managed via Building Regulations and Building Control, as necessary.

Highways Authority: The site is located on Turners Mill Road, an unclassified road subject to a speed restriction of 30 mph.

The existing dropped kerb is proposed to be widened to facilitate access for a second off-street car parking space at 2.4m x 4.8m. The proposed access widening works will be subject to a licence obtained from WSCC and constructed to a specification agreed with a WSCC Highway Area Engineer.

The Local Highways Authority 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.

Recommend a condition regarding the Vehicle Crossover - Minor Highway Works and an informative with a link to additional information about the licence application process.

Southern Water: The development site is not located within Southern Water's statutory area for water supply services. Please contact South East Water who are the relevant statutory undertaker. If the applicant is proposing to utilise the existing connection, Southern Water will have no objections to the proposed works.

SE Water: No comments received.

TOWN COUNCIL OBSERVATIONS

Haywards Heath Town Council: No comment.

INTRODUCTION

This application seeks planning permission for various works to extend and alter a 3 bed end of terrace house, with associated external works at No 15 Turners Hill Road in Haywards Heath.

RELEVANT PLANNING HISTORY

14/03698/FUL. Proposed two storey side extension and widening of vehicle hard standing and vehicle crossover. Approved December 2014.

CU/229/75. Alterations and extension of existing house. Approved September 1975.

SITE AND SURROUNDINGS

No 15 Turners Mill Road is a 3 bed end of terrace house, located on an a corner plot at the southern end of an established residential road in the Built up Area of Haywards Heath.

The property is located at the northern end of a row of similarly designed houses, alongside the entrance to a cul de sac of similar properties, off Turners Mill Road. The house has been previously extended by the addition of a single storey, flat roofed side extension, which extends to the full dept of the house.

The house benefits from a front driveway, with a dropped kerb access across the front pavement, which has been extended to the front of the house with a hardcore surface to allow for two cars to park off the road. An existing conifer hedge marks the front (east facing) and part of the north side facing side boundary.

The rear patio and sloping rear garden is accessed along the northern wall of the house via a side pedestrian path.

The site is in an Amber Zone for Great Crested Newts.

The site lies outside designated areas of Flood Risk, Zones 2 and 3, which are located over a large area to the north and east of the site. On the site itself the house and area to the rear of the house are located in an area at Risk of Surface Water flooding - as identified due to Climate Change (2025), with green (low) and orange (medium) risk levels.

APPLICATION DETAILS

This application seeks planning permission for the erection of a side extension, a single storey rear extension and a roof extension, with the addition of dormers to the front and rear on the house, with associated alterations to the existing window layout in the property.

Associated external alterations include the removal of the conifer boundary hedge and its replacement with a 1m high picket fence, relocating the gate to the rear garden and the formation of a new hardstanding and parking area with an extended dropped kerb.

The proposed side extension will enlarge the ground floor living space. The proposed ground floor plans show the space configured to enlarge the living room, to enlarge the hallway to accommodate additional cupboard storage, to alter the staircase arrangement, to form an enlarged open plan kitchen/dining room, a new ground floor toilet and a new utility area. The proposed single storey rear extension will accommodate a new study room with access onto the rear patio.

At first floor the extension will allow the creation of two new bedrooms, one with an ensuite created from a current rear bedroom. The existing bathroom is to be created into a store room, and a new bathroom created at the rear.

At second floor level the proposed loft extension and conversion, with a rear dormer addition, will create space to accommodate a new fourth bedroom, with an ensuite and storage, accessed off a large landing space.

An existing chimney, which is located in the existing hipped side roof on the house, will be removed to allow for the proposed side addition, which measures 7.6m deep by 1.3m wide. The proposed addition has an asymmetric gabled roofline, reaching a maximum height of 8.5m. A 2.3m wide dormer is proposed in the front facing roof slope, to serve a new bedroom in the addition.

The proposed single storey rear extension measures 3.3m deep by 2.8m wide, and is shown on the proposed plans to be constructed up to the side wall of a rear extension on the adjacent house at No 13 Turners Mill Road. The proposed addition has a rear facing window and a side doorway to lead into the rear garden. The extension has a lean to roof, extending to a height of 3.6m, to a position below the first floor window cill.

The submitted plans show some adjustments to the existing window sizes and positions in the front and rear facing elevations of the house, associated with the internal room changes. Externally the extensions will be finished with painted rendered walls, with white upvc windows and doors and with roofs in matching concrete pantiles, to match the existing house.

A 1.6m wide gabled dormer is proposed on the rear roof slope of the side addition to serve the new second floor bedroom. A rear roof light will light the landing. A pair of roof lights are also proposed in the existing north facing roof slope to serve the new second floor store.

The external alterations affect the front and side garden areas. It is proposed to create a second parking space at the front of the house, positioned alongside the existing driveway. The existing dropped kerb is shown to be extended to a width of 4.8m to serve the new space.

The existing conifer hedge, which extends around the north eastern corner of the garden, is to be felled and replaced by a 1m high picket fence. This will follow the angled line of the hedge, which is set back from a grassed verge, thereby maintaining the sight line for vehicles using the adjacent road junction. No plans to show the design and materials for the picket fence have been provided with the application. The back gate to the rear garden is to be relocated to the rear of the side extension.

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, the Haywards Heath Neighbourhood Plan and Site Allocations DPD.

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
DP41 Flood Risk and Drainage

Site Allocations Development Plan Document

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

There are no policies deemed relevant to this application.

Neighbourhood Plan

Haywards Heath Neighbourhood Plan -made 15 December 2016.

Policy E9 Design

Policy H9 Building extensions

Other Material Considerations

Mid Sussex District Plan 2021 - 2039 - Submission Draft (Regulation 19)

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:

DPS2 Sustainable Design and Construction

DPS4 Flood Risk and Drainage

DPS6 Health and Wellbeing

DPB1 Character and Design

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)

ASSESSMENT

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

- Design
- Impact on residential amenities
- Parking provision and access
- Flood Risk and Drainage
- Biodiversity Net Gain

Design

Policy DP26 of the District Plan seeks to promote well located and designed development, to protect valued characteristics of the built environment for their historical and visual qualities and support sustainable communities and create accessible environments. Policy DP26 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 DP29);*
- * 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.'*

Neighbourhood Plan Policies H9 and E9 are relevant, and these state:

Policy H9

'Extensions to existing dwellings will be permitted where it meets the following criteria:

- o The scale, height and form fit unobtrusively with the existing building and the character of the street scene.*
- o Spacing between buildings would respect the character of the street scene.*
- o Gaps which provide views out to surrounding countryside are maintained.*
- o Materials are compatible with the materials of the existing building.*
- o The traditional boundary treatment of an area is retained and, where feasible reinforced.*
- o The privacy, daylight, sunlight and outlook of adjoining residents are safeguarded.'*

Policy E9

'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.'*

Also relevant in the determination of the application is the design guidance contained in the Mid Sussex Design Guide, which seeks good design in house alterations and extensions.

Principle DG49 states:

'Extensions should respond to the design of the original dwelling and applicant will be expected to demonstrate how local character has informed the design proposal. Extensions should also normally be designed to be well integrated with the existing scale, form and massing allow the original building to remain the dominant element of the property whether it has one or several additions.'

Extensions should typically use simple, uncomplicated building forms to complement and coordinate with the scale, form and massing of the original dwelling. The design approach may benefit from coordinating with the existing pattern of window and door openings as well as employing facing materials to match those of the existing dwelling. Otherwise it should demonstrate the appropriateness of the alternative approach.

Extensions should not result in a significant loss to the private amenity area of the dwelling.

There are two general approaches to extending a property:

-designing in the style of the existing building by closely matching its facing materials, architectural features, window sizes and proportions; and

-designing in a contemporary style that takes its cues from key aspects of the existing building that might include its underlying form and proportions, facing materials, window design and other specific architectural features. The success of this approach is particularly reliant on high quality facing materials and finishes, and this will normally need to be demonstrated through detailed elevations and section drawings.

Both approaches can create successful, well designed extensions that can be mutually beneficial to both the house and the wider area. All extensions and alterations should consider their impact on neighbouring properties (refer to Chapter 8 on residential amenity).'

Design Guide Principle DG50 refers to Front and Side extensions and states:

'Front and side extensions are typically visible from the public realm and will be resisted where they have an adverse impact on the street scene or the appearance of a dwelling.'

Front extensions

Front extensions are more likely to be acceptable where the building line is staggered or where the dwelling is set well back from the road. They are less likely to be acceptable in streets with a strong consistent building form as they risk disrupting the underlying order. Where front extensions are considered acceptable, they should normally be limited to a modest single storey or porch-type extension that reflect the character of the existing property.

Side extensions

Side extensions should normally be subservient to the original dwelling and typically be set-back from the front of the house to help define the original building. The gaps between dwellings can sometimes positively contribute to articulating (for example, through the consistent rhythm of repeated houses) and adding interest in a street frontage or by providing views / visible connections to the surrounding countryside. Side extensions will therefore need to appropriately respond to the character of the street form and will not normally be accepted where they close an important gap and view.

Design Guide Principle DG51 refers to Rear extensions and states:

'Rear extensions which are not visible from the street and do not negatively impact on neighbouring properties can be expressed in many forms, including by adopting a contemporary architectural approach. With reference to DG49, they should nevertheless have consideration for the character of the existing building and the relationship of the extension with the side boundaries and adjacent buildings and gardens.'

The proposed extensions will enlarge the host property. The side addition will increase the width and scale of the dwelling and alter its presence on its corner plot in the street scene. The proposed single storey extension will form a subordinate addition at the back of the house.

The alterations to the parking provision and change from a hedge to a picket fence on the front and side boundary will also open up public vantage points of the house in the road. Whilst the loss of the hedge is regrettable it is not of an indigenous species, and therefore has little ecological value. The applicant could remove this at any time without the requirement for consent. The detailed design and proposed materials for the proposed replacement picket fence have not been provided in the application, and are therefore required by a suitably worded planning condition.

The overall footprint of the building will be enlarged, but not by such a significant amount to be out of keeping on the property or upon its setting. The useable habitable space will be improved on the ground floor, first and on the new second floor. The design and form of the proposed additions is acceptable and will not detract from the overall character and appearance of the house in public views from the street.

Consequently the appearance of the proposed extension works are considered to accord with District Plan Policy DP26 and Policies H9 and E9 of the Haywards Heath Neighbourhood Plan and with the relevant Design Guide principles.

Impact on residential amenities

District Plan Policy DP26 and Neighbourhood Plan Policy H9 are relevant in the determination of this application with regards to the impact of the changes on residential amenities. There is a conflict in the phrasing of these policies. District Plan Policy DP26 requires 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.'*

In contrast Policy H9 states that extensions to existing dwellings will be permitted where the privacy, daylight, sunlight and outlook of adjoining residents are safeguarded.

Under section 38(5) of the Planning and Compulsory Purchase Act 2004 if a policy contained in a development plan for an area conflicts with another policy in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published. As such, Policy DP26 of the MSDP is considered to take precedence and therefore the test in this instance is whether the development causes significant harm to neighbouring amenities as outlined above.

In addition Principle DG45 in the Design Guide refers to the need to consider privacy of existing and future residents and it is noted that privacy may be affected by the relationship of buildings to each other.

The immediate neighbouring properties are the attached terrace house to the south, at No 13, and the houses located within the cul de sac next door, including odd Nos 17-25 Turners Mill Road, being located to west, north west and north. All are similarly designed semi-detached and detached houses.

It is considered that the proposed extensions will not adversely affect the outlook or privacy of the nearby properties. Being to the north of No 13 the proposed single storey rear ground floor extension will have no significant harm to the privacy, outlook, daylight and sunlight of the immediate residents of that property. Due to the location of the proposed single storey addition alongside the rear addition of that house a Party Wall Act agreement will be required to allow the construction of the addition, which is a separate matter to the determination of this application.

Due to the lower level of the rear garden and patio, and the height and position of the existing close board boundary fence, the presence of the single storey rear extension will be largely screened from view from the other neighbouring properties.

It is considered that whilst the side extension will bring the house closer to No 25 to the north of the cul de sac entrance, there are no proposed first floor windows in the addition to face towards that property. The new ground floor windows in the side elevation of the proposed addition are positioned over 15m from No 25, with the intervening road.

Overall, the proposed additions are considered acceptable in terms of any impact upon the neighbouring residents. The proposal therefore accords with the requirements of the more recent Policy DP26 of the District Plan, and also with the requirements of Policy H9 of the Haywards Heath Neighbourhood Plan and the relevant principles of the Design Guide.

Parking provision and access

With regards to parking provision for the extended house the relevant District Plan Policy is DP21, which states:

'Development will be required to support the objectives of the West Sussex Transport Plan 2011- 2026, which are:

- o A high quality transport network that promotes a competitive and prosperous economy;*
- o A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
- o Access to services, employment and housing; and*
- o A transport network that feels, and is, safer and healthier to use.*

To meet these objectives, decisions on development proposals will take account of whether:

- o The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);*
 - o Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*
 - o The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;*
 - o 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;*
 - o Development which generates significant amounts of movement is supported by a Transport Assessment/ Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;*
 - o The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
 - o The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;*
 - o The scheme protects the safety of road users and pedestrians; and*
 - o The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.*
- Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.*
- Neighbourhood Plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so'.*

The proposal will increase the number of bedrooms available to the occupiers of the house from 3 to 4. There is existing off road parking provision at the front of the house for 2 vehicles. The existing frontage parking arrangements will also be improved and enlarged with the widened dropped kerb.

For a 3 bed property located in the Heath Ward of Haywards Heath the West Sussex County Council Guidance on Parking recommend 1.8 spaces should be provided, and for a 4 bed house, 2.5 spaces.

The reconfigured frontage will maintain the two on site parking spaces available to the occupiers of No 15 Turners Mill Road. Whilst there is restricted on street parking in the nearby roads, the site is located in a sustainable location close to the station, town centre and other sustainable transport options. The proposal is therefore considered acceptable in this location, to accord with the aims of District Plan Policy DP21.

Flood Risk and Drainage

The flood risk for the area has been taken into account in the application submission, which has been accompanied by a Flood Risk Assessment (FRA).

The Council's Flood Risk and Drainage Team have been consulted on the application. They have raised no objection to the proposed development on flood risk grounds, subject to the proposed development incorporating all flood mitigation and resilience measures set out within the FRA. They also advise that the Applicant considers further resistance and resilience measures, within Environment Agency (EA) flooding advice.

They have confirmed that drainage issues should be managed via Building Regulations.

Given this advice the application is recommended with an Informative to draw the applicant's attention to the EA advice. The proposal is considered to accord with the aims of District Plan Policy DP41.

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

The proposed rear and side extensions, and associated alterations, are considered acceptable in design terms and will not impact harmfully upon the character and appearance of the property or the street scene in this established residential road.

It is considered that the new additions will not cause significant harm to the neighbouring amenities. The proposal accords with the aims of District Plan Policy DP26 and also with the requirements of Policies H9 and E9 of the Haywards Heath Neighbourhood Plan and the relevant principles of the Design Guide.

The site is located in a sustainable town centre location. The proposed on site parking provision will accord with the aims of District Plan Policy DP21.

The flood risk for the area has been taken into account in the application submission, which has been accompanied by a Flood Risk Assessment (FRA). The works should be undertaken to accord with this to minimise flooding risk for the applicants, and to accord with the aims of District Plan Policy DP41.

Consequently this application is recommended for approval, subject to a number of planning conditions.

Decision: Permission

Case Officer: Anna Tidey