



PLANNING STATEMENT

Erection of 2 new dwellings

Rev E

October 2025

Site: Land North of Jeremy's Cottage, Jeremy's Lane, Bolney, RH17 5QE

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1 INTRODUCTION

- 1.1 This application relates to land located on the eastern side of Jeremy's Lane and immediately north of Jeremy's Cottage, Bolney, Haywards Heath, RH17 5QE.
- 1.2 The application seeks full planning permission for the erection of 2 x dwellings, in an attractive rural vernacular style.
- 1.3 The proposal would appropriately optimise the site, utilising land more effectively that benefits from suitable access, is well screened from surrounding viewpoints, and includes land that is partially previously developed with hardstanding.
- 1.4 The units would offer an excellent standard of occupant amenity in excess of the NDSS.
- 1.5 There would be no harm to neighbouring amenity.
- 1.6 There would be no unacceptable highway impacts.
- 1.7 There are no heritage or ecology sensitivities.
- 1.8 The site and the proposals are well positioned to absorb and integrate a minor development without any detrimental impacts to the High Weald AONB.
- 1.9 It is paramount to note that this application presents the opportunity to secure 2no. C3 units in the backdrop of a significant shortfall in the Housing Land Supply Position. It is a matter of fact, and not debate, that the Mid Sussex District Plan is 'out of date' – this is in accordance with Paragraph 11d), footnote 8 of the Framework. We also note the existing situation with the proposed Development Plan and pending Judicial Review. It is unlikely that there will be a solution in the near future, and as such, the HLS shortfall is likely to be sustained.
- 1.10 The weight attributed to the provision of small-scale housing should not be diminished. The spirit and intentions of Paragraph 73 should be considered, and 'great weight' should be given to such windfall sites.
- 1.11 Further to the above, it is clearly demonstrated herein that the application is fully compliant with local and national policy and should be approved accordingly.

2 RELEVANT POLICY

Mid Sussex District Plan 2014-2031

2.1 The following policies from the *Mid Sussex District Plan* are relevant:

- *DP4: Housing*
- *DP5: Planning to Meet Future Housing Need*
- *DP6: Settlement Hierarchy*
- *DP12: Protection and Enhancement of Countryside*
- *DP15: New Homes in the Countryside*
- *DP16: High Weald Area of Outstanding Natural Beauty*
- *DP21: Transport*
- *DP26: Character and Design*
- *DP27: Dwelling Space Standards*
- *DP28: Accessibility*
- *DP29: Noise, Air and Light Pollution*
- *DP30: Housing Mix*
- *DP37: Trees, Woodland and Hedgerows*
- *DP39: Sustainable Design and Construction*

Bolney Neighbourhood Plan 2015 – 2031

2.2 The following Bolney Neighbourhood Plan policies are relevant;

- *BOLE2: Protection and Enhancement of the Countryside*
- *Policy BOLT3: Off-street parking provision for new residential developments*

2.3 The following adopted SPDs are relevant:

- *Design Guide*
- *Development Infrastructure and Contributions*

National Planning Policy Framework (NPPF)

2.4 The NPPF (February 2025) is of relevance to all planning applications.

3 SITE CONTEXT

3.1 The application site is located on land north of Jeremy's Cottage, Jeremy's Lane, Bolney, RH17 5QE.

Locality Description

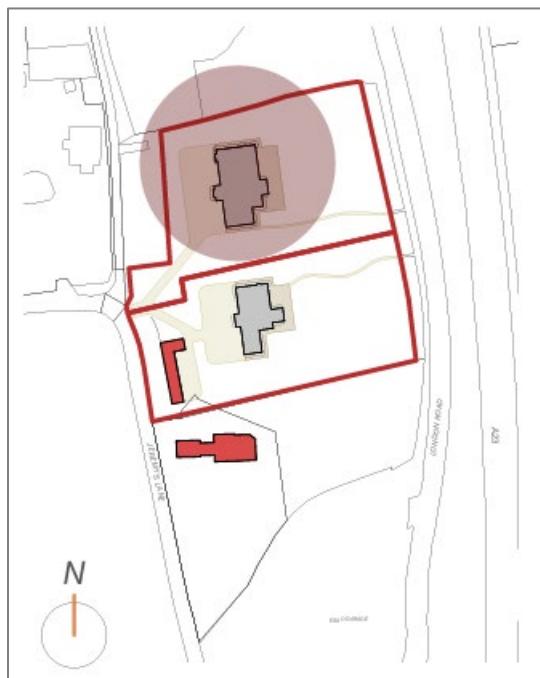
3.2 The site comprises 0.98 ha of partially greenfield, partially brownfield land located within a semi-rural location characterised by large, detached dwellings which sit within generous curtilages.

3.3 While Jeremy's Lane is predominantly residential in character with residential use (Jeremy's Cottage) bounding the site immediately south, and further residential properties are located beyond the western boundary of the site, the surrounding area also includes agricultural and equestrian uses. In addition, a petrol filling station with an ancillary retail outlet is located approximately 40m south of the site, just off the London Road/Jeremy's Lane junction.

3.4 The site itself contains some limited built form along its south-western boundary. It is partly greenfield, with the northern section comprising agricultural land, while the southern section is partly hardstanding associated with the site's equestrian use.

3.5 Jeremy's Lane is a rural road that extends from the frontage of the site south and south-east, connecting to the London Road, which runs parallel to the A23.

3.6 The site is located around 1km from Bolney, the closest settlement. The site benefits from direct pedestrian access to Bolney with pedestrian footways present along the entirety of the London Road. The footway is only absent on the short stretch from London Road along Jeremy's lane to the site.



Above: Location plan

3.7 As noted, the locality is predominantly residential with residential properties immediately south and west of the site. A petrol station is located south-east of the site at the Jeremy's Lane/London Road junction.



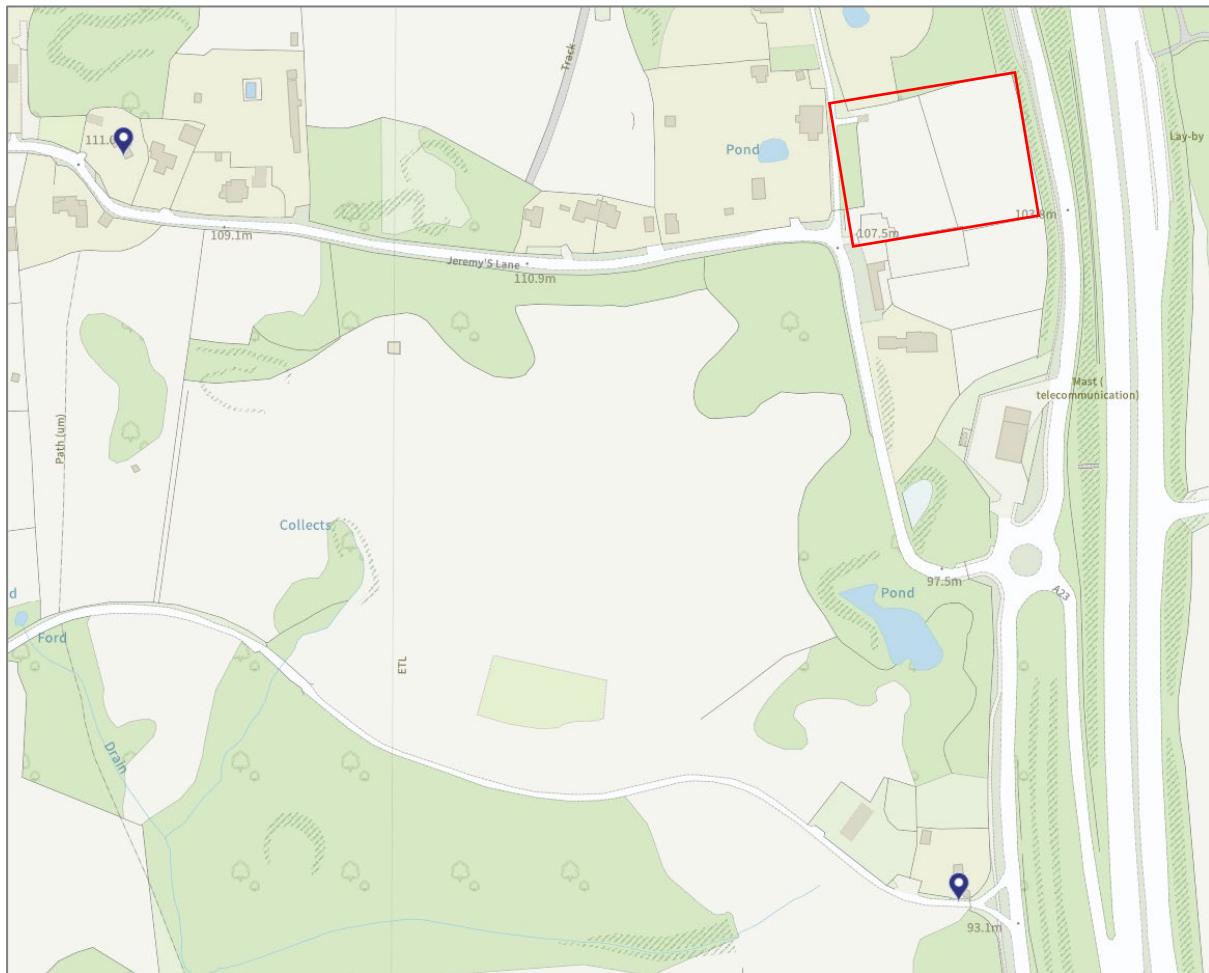
Above: Residential development (yellow) to the south and west of the application site (red) with PFS identified in blue – Jeremy's Lane highlighted in white. (© Google).

3.8 The site is located within the DP12 (Protection and enhancement of countryside) and DP16 (High Weald Area of Outstanding Natural Beauty) Planning Policy Zones – see policy map below:



Above: Policy zone context (site indicated in yellow). (© MSDC).

- 3.9 The site is not in a Conservation Area, and there are no Article 4 restrictions specific to the locality.
- 3.10 The site is approximately 358m east of the Grade II listed building, Yew Tree Cottage. The application site cannot be viewed in the context of the listed building when travelling in either direction on Jeremy's Lane, given the distance of separation and intervening trees and landscaping. Similarly, the Grade II listed building, East Lodge, located some 260m south is separated from the site by intervening built form and mature woodland. The location of the closest listed buildings, as highlighted on the map below, cannot be read in the context of the proposed development and would not have any potential to impact their character.



Above: Listed Buildings (marker) in the vicinity of the application site (red line). (© Historic England).

- 3.11 Given the above, the proposal can have no material impact on the setting of the listed buildings. Heritage impact is therefore not considered any further within this statement.
- 3.12 The site is within Flood Zone 1. Therefore, there are no concerns regarding flooding from rivers or the sea.

Application site and immediate street scene

- 3.13 The site is a 0.98 ha semi-brownfield site in a semi-rural location, located 1km north of the nearest settlement at Bolney. The site has been in agricultural and equestrian use in the past. The site is located immediately north of Jeremy's Cottage, a large 2-storey residential property with a triple garage and has been subject to various extensions and outbuildings throughout the years (see image below).

3.14 The site is accessed from an existing access off Jeremy's Lane. The lane is characterised by mature trees and hedgerows along its entirety with the exception of the many residential access points that currently exist along the lane (see image below)

3.15 As stated previously, Jeremy's Lane is predominantly residential in character and is the single access road serving 20+ residential properties in the immediate vicinity of the site. Other obvious uses within the area include a PFS/retail station, agricultural and equestrian uses (see images below).



Above: Viewpoint A – Jeremy's Cottage with access off Jeremy's Lane.



Above: Viewpoint B –Access to Application Site.



Above: Viewpoint C – Existing access points serving residential properties immediately west of the site. Jeremy's Lane characterised by mature trees and hedgerows



Above: Viewpoint D – Access and residential dwelling with a direct frontage from the lane located further west . (© Google).

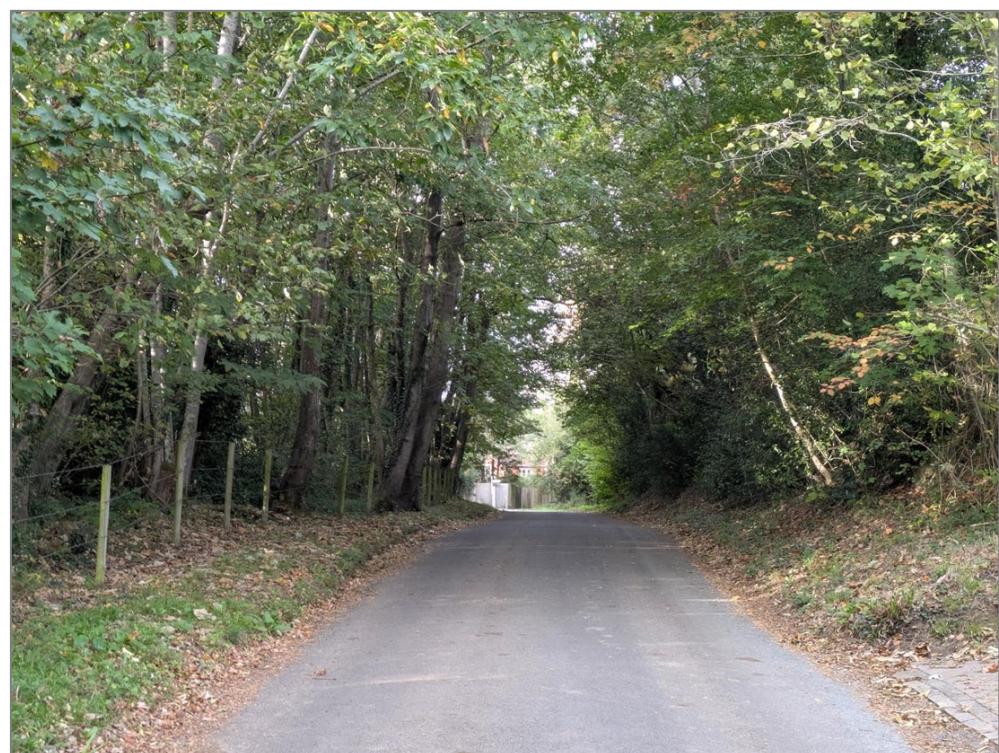


Above: Viewpoint E – Further residential property located within close proximity to the site. (© Google).

3.16 The site is well screened by established trees, hedgerows, and vegetation, particularly when approaching the site along Jeremy's Lane from both the west and south. The images below, while highlighting the extent of planting in the vicinity of the site, do not show fully the effectiveness of the screening due to the time of year.



Above: View of application site when approaching from the west. (© Google).



Above: View of application site when approaching from the south.

4 PLANNING HISTORY

4.1 A review of the site's planning history does not identify any applications of direct relevance to the current proposal. The site has, however, been included within the red line boundary of several applications associated with Jeremy's Cottage. Permissions for a new timber stable facility (Ref. 03/01999/FUL), the use of land for keeping horses and the erection of a further timber stable facility (Ref. 04/00929/FUL), and the provision of a private equestrian sandschool (Ref. 05/01068/FUL) are previous permissions on and adjacent to the site. These structures and evidence of the use for equestrian are evident on the site today.

4.2 There have been applications relating specifically to Jeremy's Cottage. These include extensions to the dwelling (Refs. 07/01559/FUL and 08/02726/FUL) and the removal of existing garages/sheds and replacement with a triple-bay garage with room over and link (Ref. DM/16/1669).

4.3 In determining application DM/16/1669, the Council confirmed that the substantial triple garage would have no adverse impact on neighbouring properties, would be well screened, and would not harm the rural character of the countryside or the wider High Weald Area of Outstanding Natural Beauty (AONB). The analysis demonstrates the effectiveness of the screening present along Jeremy's Lane.

5 DESCRIPTION OF THE PROPOSAL

5.1 Erection of 2 new dwellings (C3 Residential) and associated parking.

5.2 Please refer to the full drawings package and accompanying design and access statement.

6 ASSESSMENT OF THE PROPOSAL

PLANNING CONSIDERATIONS

6.1 In this instance, the main planning considerations are:

- Principle of the development (housing in the countryside);
- Impact on the High Weald Area of Outstanding Natural Beauty (AONB)
- Standard of accommodation
- Residential amenity
- Environmental amenity (noise, odour, air quality);
- Impact on listed building;
- Sustainable transport;

PRINCIPLE OF DEVELOPMENT

Housing in the Countryside

6.2 The proposal will result in a net gain of 2no new C3 units.

6.3 As a general principle, proposals for residential development in the countryside must be assessed against both national and local planning policy, including policies that seek to protect the character and function of rural areas. Policy DP6 (Settlement Hierarchy) aims to direct growth to the most sustainable locations and limits development outside defined settlement boundaries. Policy DP12 (Protection and Enhancement of Countryside) restricts development in the countryside unless it is necessary for a countryside location and does not undermine the rural character of the area. Policy DP15 (New Homes in the Countryside) sets out the limited circumstances in which residential development may be acceptable beyond settlement boundaries, such as for rural workers or the reuse of rural buildings. Development in such locations must therefore be justified through site-specific circumstances or an identified and supported need.

6.4 Paragraph 11(d) of the NPPF establishes a presumption in favour of sustainable development where relevant policies for the supply of housing are out of date. This includes situations where the planning authority cannot demonstrate a five-year supply of deliverable housing land (as per footnote 8).

6.5 The Council is currently unable to demonstrate a five-year housing land supply, with a shortfall equating to approximately 3.38 years. As such, it is considered that the Development Plan policies and the presumption against development in the countryside are out of date, and the '*tilted balance*' in paragraph 11(d)(ii) is engaged.

6.6 The result of this is that planning permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole. The proposal for 2 new dwellings would make a meaningful contribution to local housing supply in a district with an acknowledged shortfall. The site is close to the settlements of Bolney, Burgess Hill and Crawley offering good connectivity to local services and sustainable transport opportunities, and has been carefully designed to respect the rural character and environmental qualities of the area.

6.7 Although the site lies within the AONB (National Landscape) as identified at Footnote 7, Paragraph 11(d)(i) makes clear that a *strong* reason must be demonstrated to justify refusal of development in such areas. As set out at Paragraphs (6.8-6.11) below, it is not considered that the erection of two dwellings would materially undermine or adversely affect the character of the AONB to a degree that would warrant refusal, particularly in the context of the acknowledged housing supply shortfall and the absence of overriding technical or environmental constraints. Accordingly, there are no

adverse impacts which would significantly and demonstrably outweigh the benefits of the scheme, and planning permission should therefore be granted in line with the presumption in favour of sustainable development.

High Weald AONB

6.8 Policy DP16 requires that development within the AONB is only permitted where it conserves or enhances natural beauty, in line with the High Weald AONB Management Plan. Proposals must protect key landscape features, settlement patterns, wildlife, cultural heritage, and the traditional relationship between people and the land. Small-scale schemes that support the local economy and community well-being are encouraged if they are compatible with conserving natural beauty. Development affecting the AONB's setting will only be allowed if it does not harm visual qualities, essential characteristics, or important views into and out of the area.

6.9 It is considered that the scheme for 2 dwellings, while making an important contribution to the housing stock, is small-scale and will make a positive contribution to this rural settlement.

6.10 The High Weald National Landscape (An Area of Outstanding Natural Beauty) Management Plan 2024-2029 sets out what is considered to be the important features and character of the AONB. The High Weald Area of Outstanding Natural Beauty (AONB) is defined by its small-scale, rural character and rich cultural and natural heritage. Its essential features include a deeply ridged sandstone landform, ancient woodlands, irregular field patterns, and a dense network of historic routeways linking dispersed farmsteads, hamlets, and medieval villages.

6.11 The proposals are minor in nature, seek to retain all boundary treatment and not undermine the key features or character of the AONB. As set out above, a visual assessment of the site has been carried out on what the Management Plan would consider an important rural 'routeway' (i.e Jeremy's Lane). The site and proposals, due to the existing characteristics supported by the designation such as vegetated roadways, would be completely screened from short- and long-range viewpoints. It is not considered that the proposals would result in a detrimental impact that would support a 'strong' refusal reason. Indeed, owing to the already established residential character, the proposal would assimilate with the locality and thus would not be out of place.

Scale of development – Spirit of Paragraph 73 of the NPPF

6.12 The development is a small/medium windfall proposal. Although outside of the settlement, the weight attributed to such development should not be diminished, and when attributing weight in the balance, the spirit of paragraph 73 should be engaged. The NPPF states;

'73. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise

housebuilders to deliver new homes, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:...

d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.'

6.13 It is noted that the revised wording specifically references small/medium enterprise developers, such as the applicant and the essential role of small/medium sites to housing delivery.

6.14 Given all of the relevant context and related planning benefits of this proposal, there is clearly substantial cumulative weight in favour of the proposal.

STANDARD OF ACCOMMODATION FOR OCCUPANTS (DP27)

Internal amenity

6.15 DP27 'Dwelling Space Standards' states the following with regard to internal space standards:

'Minimum nationally described space standards for internal floor space and storage space will be applied to all new residential development.'

6.16 The relevant extract of the tabulated National Standards (NDSS) is presented below.

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		
	4p	70	79		2.0
3b	4p	74	84	90	
	5p	86	93	99	2.5
	6p	95	102	108	
4b	5p	90	97	103	
	6p	99	106	112	
	7p	108	115	121	3.0
	8p	117	124	130	
5b	6p	103	110	116	
	7p	112	119	125	3.5
	8p	121	128	134	
6b	7p	116	123	129	
	8p	125	132	138	4.0

Above: Extract from the Nationally Described Space Standards.

6.17 The proposed units are compared against the NDSS below.

Unit	No. of bedrooms	No. of occupants	National standard (m ²)	Proposed GIA (m ²)
Plot 1	6	8	138	805
Plot 2	6	8	138	442

Table 1: Proposed unit sizes vs National standards, for comparative purposes

- 6.18 The proposed units greatly exceed the relevant national standards. As such, this is a solid indication that the proposal would provide sufficient floorspace to be considered acceptable for residential accommodation.
- 6.19 In terms of bedroom sizes, the national standards require a double bedroom to be at least 11.5m² and a single bedroom to be at least 7.5m². All bedrooms exceed 11.5sqm.
- 6.20 The scheme demonstrates a functional arrangement and layout which achieves good functionality and internal amenity levels for future occupants.
- 6.21 Each unit would benefit from generous levels of natural light.

External amenity

- 6.22 The units would benefit from significant private external amenity spaces.

ENVIRONMENTAL AMENITY (DP29)

- 6.23 Policy DP29 of the Mid Sussex District Plan seeks to ensure that development proposals do not result in, or are not exposed to, unacceptable levels of noise, air or light pollution. This policy is especially relevant for sensitive uses, such as residential development, where the surrounding context includes commercial or industrial uses.
- 6.24 Only very minor commercial development in the form of a PFS and ancillary retail store is located some 40m south of the site. Due to the separation, intervening vegetation and built form (inc. residential properties) closer to the use that there would be no impacts on future residential amenities on the site.

IMPACT ON NEIGHBOURING AMENITY (DP26, DESIGN GUIDE SPD)

- 6.25 The proposed development is considered to be in compliance with Policy DP26: Character and Design of the Mid Sussex District Plan. This policy requires that new development respect the character of the area and safeguard the amenity of existing and future residents.
- 6.26 The site is surrounded to the south and west by residential uses. A total separation of 15m is retained to the southern property, and a separation of 20m is retained to the closest residential property to the west. As such, it is not considered that the proposals

would result in overlooking, loss of privacy or dominance. Accordingly, the development is capable of integrating into its surroundings without adverse impact and is consistent with the aims of DP26.

SUSTAINABLE TRANSPORT (DP21)

- 6.27 The proposal aligns with the strategic transport objectives set out in DP21 by ensuring that development is supported by appropriate, timely infrastructure that promotes sustainable communities and efficient transport networks.
- 6.28 The site is sustainably located within close proximity to Bolney, a small settlement located only 1km south of the site. Public Transport is located only a short 2-minute walk, which provides direct access to the village and other larger settlements such as Crawley, which are well supported in terms of key services and facilities. Further, the settlement of Bolney is only a C. 10-12 minute walk. A direct walking/cycle route from the site to the settlement of Bolney benefits from pedestrian and cycle infrastructure provision for the full extent of the London Road.
- 6.29 Policy DP21 states that proposals should provide adequate car parking for the proposed development, taking into account the accessibility, type, mix and use of the development and the availability and opportunities for public transport. The Parking Standard is set out within the Bolney Neighbourhood Plan at Policy BOLT3, which requires 4 parking spaces for a 5+ dwelling.
- 6.30 The proposed provision of 4 car parking spaces per dwelling is considered to meet the requirements of Policy BOLT3 and therefore Policy DP21.
- 6.31 In this context, the parking strategy is well balanced and appropriately supports the development in line with the aims of DP21 to provide adequate parking while facilitating a sustainable and inclusive transport network.
- 6.32 Turning to The Framework, Paragraph 110 states that opportunities to maximise sustainable transport solutions will vary between urban and rural areas. Therefore, there is an explicit acknowledgement of the difference between urban and rural and this must be taken into account in decision-making. Some flexibility can be applied for rural locations.
- 6.33 It is generally accepted that rural dwellings cannot rely solely on public transport. However, it is noted that the site is strategically located close to the London Road and the A23. Further, the site is located only 160m north of the nearest bus stop. This equates to around a 2-minute walk. As such, it is not considered that there would be an inherent requirement for occupants to require daily use of a private vehicle, given the ready access to public transport.

7 BALANCING AND CONCLUSION

7.1 Ultimately, the decision must be made in the planning 'balance'.

Planning Balance

7.2 It is common ground that there is no 5YHLS.

7.3 The application presents the opportunity to secure 2no C3 units in the context of a significant shortfall in the Housing Land Supply position. It is a matter of fact that the Mid Sussex District Plan is 'out of date'.

7.4 Paragraph 11d) is engaged with a resulting presumption in favour ('tilted balance') and only diminished weight is applied if there are any alleged local policy conflicts. The result of this is that planning permission should be granted '*unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole*'.

7.5 In this instance, while the site is located within the High Weald AONB, there is no such harm identified with the scheme considered to appropriately integrate with the rural character of the area without undermining the overarching objectives of the High Weald AONB Management Plan. Indeed, even if some harm were found, it could clearly not outweigh the obvious benefit of the scheme, notably the provision of housing, which must attract significant weight in the balance.

7.6 The social, environmental and economic benefits must attract substantial weight.

7.7 If the LPA were to find some harm owing to the 'rural' location, the NPPF accepts that opportunities for sustainable development can vary between urban and rural. However, it is also noted that the site is sustainably located with walking and cycle infrastructure serving direct access from the site to the nearest settlement at Bolney. Public transport provision within close proximity to the site enables direct access to neighbouring settlements.

7.8 The development offers an appropriate environmental offer via the application of BNG legislation, requiring a 10% gain.

7.9 It is accepted that the scale of this development is that of a small scheme; however, the weight attributed to the provision of small-scale housing should not be diminished. The Framework actually acknowledges the importance of small/medium sites, as they are generally built out more quickly.

7.10 In light of all of the above, it is categorically clear that there can be no such harm that would outweigh the positive merits of this proposal.

7.11 Finally, owing to the recent situation with the proposed local development plan, it is unlikely there will be any plan in the near term, and as such, the lack of HLS is likely to be continued for the foreseeable future. The benefits of applications such as this must therefore be given the relevant significant weight when such a development plan vacuum exists.

7.12 When considering this proposal in the round, the balance tips unequivocally in favour of the proposal for 2 no.C3 family dwellings.

Conclusions

7.13 In conclusion, it can be demonstrated that the proposal would:

- Contribute to housing supply;
- Result in a net gain of 2no new C3 units;
- Provide sustainable residential development at an appropriate density;
- Optimise the potential of the site;
- Have no detrimental visual impact;
- Not result in any demonstrable harm to the countryside or AONB;
- Have no detrimental impact on heritage assets;
- Not result in any harm to the existing residential amenity;
- Exceed relevant internal amenity standards;
- Exceed the Nationally Described Space Standards;
- Be located within walking distance of shops, services and outdoor amenity areas;
- Represent a sustainable development;
- Provide environmental, social and economic benefits
- Address a clearly identified housing need where there is an out-of-date local plan and where no new plan is imminent
- Be in full accordance with the NPPF.

7.14 Accordingly, we respectfully urge the LPA to issue planning permission without delay.

7.15 **In the spirit of Paragraph 39 of the NPPF, should the LPA wish to discuss any aspect of the proposal, please contact the agent directly.**