



LEWIS & CO

PLANNING STATEMENT

201 Junction Road Burgess Hill RH15 ONX

On behalf of Ms Katherine Safranova



Client: Ms Katherine Safranova

Site Location: 201 Junction Road Burgess Hill RH15 ONX

Job History:

Version	Date	Author	Checked	Notes
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1.0 INTRODUCTION AND SUMMARY

- 1.1 This Statement has been prepared on behalf of Ms Katherine Safranov (the applicant) and relates to an outline planning application for the construction of five detached family homes (self-build) on the land at 201 Junction Road, Burgess Hill.
- 1.2 The site comprises 0.22 hectares of redundant scrubland which was previously occupied by a large, detached manor house known as Medbourne Villa (demolished in 1993). The land is located in a highly sustainable location within easy walking distance of Wivelsfield train station.
- 1.3 Planning consent for three detached houses, site access and car parking was previously granted in June 2017 (DM/5328). This consent has been lawfully commenced and can be completed without the need for further permissions. However, previous site layout constraints associated with the root protection zones of four mature trees no longer apply following their removal. The developable area within the site is now considerably larger and offers an opportunity to deliver additional housing.
- 1.4 Proposals to construct 10 new homes, a community garden, orchard and public allotments were the subject of pre-application discussions with the District Council in September 2024 (DM/24/1601). Initial pre-application feedback raised concerns about new development being located on the strip of land to the rear of Nos 203 to 237 Junction Road. Accordingly, the current proposals only relate to the area of land previously subject to residential planning permission.
- 1.5 This Planning Statement demonstrates that outline consent for the proposed houses should be granted on the following basis:
 - The principle of developing the site for housing has already been established by extant consent DM/16/5329.
 - The land was previously in residential use and is located within easy walking distance of Wivelsfield station.
 - The Mid Sussex District Plan (2018) aims to deliver 1090 dwellings per annum between the period 2024/25 and 2030/32 with the majority of



these to be provided in Burgess Hill, Haywards Heath and East Grinstead (Category 1 Settlements).

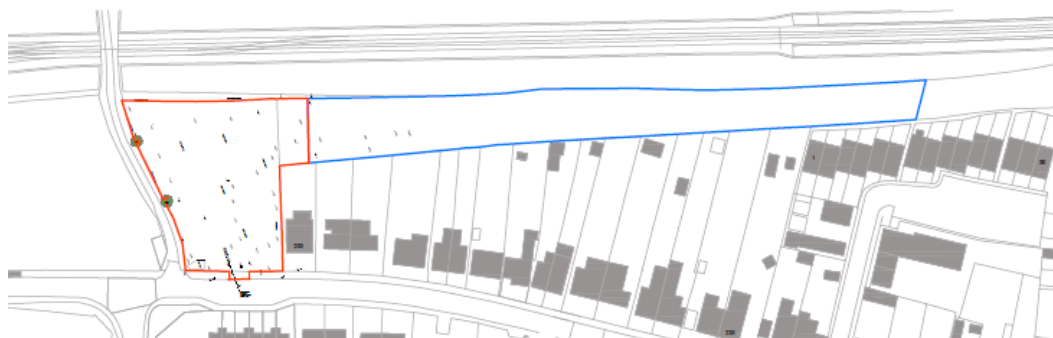
- District Plan Policy DP6 requires proposals not to represent an underdevelopment of the site with regard to Policy DP26: Character and Design.
- Policy DP30 (Housing Mix) requires housing developments to meet the needs of different groups in the community including those wishing to build their own homes.
- The Council is currently unable to demonstrate a five-year supply of deliverable housing sites as per the requirements of paragraph 78 of the NPPF. Accordingly, the NPPF presumption in favour of sustainable development and the tilted balance in favour of granting planning permission applies.

1.6 The proposed development would meet the requirements of local and national planning policies and consent should therefore be granted at the earliest opportunity.



2.0 APPLICATION SITE & PLANNING HISTORY

- 2.1. The application site comprises 0.22 hectares of redundant scrubland located within the built-up area of Burgess Hill. The land is surrounded by housing on Junction Road and Junction Close to the east, the main railway line to the west and allotments to the south.



Site Location Plan

- 2.2 The site was previously occupied by a large, detached manor house known as Medbourne Villa until it was demolished in 1993. The long strip of land behind the gardens to Nos 203 to 237 Junction Road is also within the ownership of the applicant and was used commercially as a 'burning strip' by British Rail until 1993. The railway maintenance department would regularly carry out controlled burning of the land and the embankment would create a buffer that would prevent fires starting from train sparks which could then spread to the adjacent houses. A ten-foot-high brick wall also existed on the land to protect the manor house from fire risk.
- 2.3 The land was subsequently unmanaged and became overgrown and subject to fly-tipping, abandoned vehicles, drug users, vandalism and anti-social behaviour. It was not until the applicant purchased the property in 2013 that the site was cleared, remediated and made secure.
- 2.4 Four trees on the site were previously subject to a group Tree Preservation Order (BH/1/TPO/93). Permission for the removal of the Oak tree was granted in December 2021 (DM/21/3638) and for the removal of the Dawn Redwood in January 2023 (DM/22/3360). A second Oak Tree was removed under



emergency license in December 2023 and a Yew Tree (also under emergency license) in December 2024.

Planning Application History

2.5 The following planning applications relating to the site are on the District Council Planning Register:

- **BH/177/97:** Outline application for the erection of 4 no. two bedroom flats – Withdrawn.
- **BH/208/99:** Outline application for the erection of 4 no. two bedroom flats – Approved on 1st October 1999.
- **DM/16/5329:** Erection of three new detached dwellings and associated access road and landscaping – Approved on 2nd June 2017.
- **DM/18/3151:** Erection of two new detached and two new semi-detached family dwellings with associated access road and landscaping – Refused on 14th December 2018.

2.6 Approved application DM/16/5329 comprised three detached houses (3-bedroom) with attached garages and a total of 10 parking spaces. The ‘pre-commencement’ planning conditions were discharged in March 2020 (DM/19/5145) and the development lawfully commenced by way of excavation and drainage works (confirmed by email by MSDC on 26th March 2020).

2.7 Subsequent proposals for 4 new dwellings were dismissed on appeal in July 2019 (APP/D3830/W/19/3221967) for reasons relating to impact on the local character of the area. In particular, the Inspector raised concerns about the ‘non-linear’ form of development and the scale of the two semi-detached dwellings proposed. However, the appeal decision concluded that the proposals would not be harmful to the living conditions at No.203 Junction Road or result in any impacts on highway safety.

2.8 Pre-application proposals for ten new dwellings, a community garden, orchard and public allotments on the application site and the adjoining land adjacent to the railway line were submitted to the District Council in June 2024



(DM/24/1601). The applicant met with Council officers and local ward councillors in September 2024 to discuss proposals for the site. Officers advised that they would not support new development on the strip of land to the rear of Nos 203 to 237 Junction Road and new housing should be located at the southern end of the site.

Site Designations

- 2.9 The site is not listed or located within a conservation area. The land is located within Flood Zone 1 and is identified by GOV.UK as being at very low risk of surface water flooding or flooding from rivers and the sea.



3 PROPOSED DEVELOPMENT

- 3.1 Outline planning permission is sought for the construction of five detached family houses with access from Junction Road. Details relating to appearance, landscaping, layout and scale will be left for determination at the Reserved Matters stage.
- 3.2 The illustrative Site Plan (0428.PL301) is based on a scheme for 2.5 storey dwellings, each with 4 bedrooms (8 person), car parking and external garden areas. The houses would all exceed the relevant minimum floorspace standards set out in DCLG Technical Housing Standards (2015) and would be constructed as a self-build scheme.
- 3.3 The existing vehicle entrance will be widened to provide access to the proposed housing development (previously supported by West Sussex County Highways under application DM/5328). The illustrative scheme has been designed adopting Home Zone principles with a shared surface to encourage traffic calming and a safe landscaped environment for all residents and visitors. The layout allows for vehicle turning and access to the adjacent strip of land for maintenance purposes.
- 3.4 Units 1, 3, 4 & 5 would each have two off-road parking spaces and Unit 2 would have 3 parking spaces. Two visitor spaces would be provided to the rear of the site.
- 3.5 The existing perimeter hedgerows and trees would be retained to preserve the natural landscape environment whilst additional planting would be added throughout the site.
- 3.6 Whilst the appearance of the houses will be determined at the Reserved Matters stage, it is anticipated that building materials will be contextually appropriate and traditional such as red/brown brickwork and clay or natural slate roof tiles.



4 RELEVANT PLANNING POLICIES

- 4.1 The Development Plan for the area comprises the Mid Sussex District Plan (2018) and the Burgess Hill Neighbourhood Plan (2016). The policies set out in the Development Plan are underpinned by the National Planning Policy Framework 2024. The relevant policies and guidance are summarised below.

Mid Sussex District Plan (2018)

- 4.2 District Plan Policy DP6 (Settlement Hierarchy) supports development within the defined built-up area boundaries of towns and villages. Infilling and redevelopment will be required to demonstrate that it is of an appropriate nature and scale and would not cause harm to the character and function of the settlement. Policy DP6 goes on to state that proposals should not represent an underdevelopment of the site with regard to Policy DP26: Character and Design.
- 4.3 Policy DP21 (Transport) encourages development to be sustainably located to minimise the need for travel and promotes 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.
- 4.4 Policy DP26 (Character & Design) sets out a series of criteria to achieve well designed places and to respect the distinctive characteristics of the surrounding area.
- 4.5 District Plan Policy DP31 (Affordable Housing) sets out a threshold for the provision of affordable housing for schemes of 11 or more dwellings.

Burgess Hill Neighbourhood Plan (2016)

- 4.6 Neighbourhood Plan Core Objective CO1 promotes sustainable and well-designed development in the right location taking into account the character and amenity of the local area. Core Objective CO 9 seeks to ensure adequate parking is provided for all new development. CO10 promotes the use of public transport and walking and cycling around the town.



National Planning Policy Framework (December 2024)

- 4.7 Paragraph 11 of the NPPF sets out a presumption in favour of sustainable development which for decision taking which means approving development proposals that accord with an up-to-date development plan without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission should be granted unless:
- i. the application of policies in the Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.
- 4.8 NPPF Paragraph 73 acknowledges that 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. Paragraph 125 promotes and supports the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.
- 4.9 NPPF Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. Paragraph 129 supports developments that make an efficient use of land taking into account the scope to promote sustainable travel modes that limit future car use.



5.0 PLANNING CONSIDERATIONS

5.1 The key planning considerations relevant to the application are:

- The principle of residential development.
- Housing density.
- Site Layout.
- Housing need and the tilted balance.
- Other material considerations.

The Principle of Residential Development

5.2 The principle of developing the application site for housing is appropriate on the following basis:

- Historically the site was in residential use (Medbourne Villa) and it has not been used for any other purpose since the manor house was demolished in 1993.
- The application site is located within the built-up area of Burgess Hill and close to Wivelsfield railway station. The proposed housing therefore complies with District Plan Policies DP6 (Settlement Hierarchy) & DP21 (Transport).
- Full planning permission has already been granted by the District Council for three detached houses on the site under consent DM/16/5329. This permission has been partially implemented and can be completed at any time.

Housing Density

5.3 District Plan Policy DP6 (Settlement Hierarchy) and Section 11 of the NPPF both require development proposals to make an efficient use of application sites and to avoid under-developing land. The effective use of land within urban areas close to sustainable transport hubs (such as the site at 203 Junction Road) helps to reduce pressure to meet housing needs in countryside locations.

5.4 As illustrated on Page 3 of the Design & Access Statement, the developable area of the application site has increased from 1358m² to 1773m² (30.5% increase) due to the removal of the four diseased trees. This additional area has allowed space for five detached houses on the site at a density of 22.5 dwellings per hectare (a relatively low density for an urban area).



Site Layout

- 5.5 Application Site Plan 0428.PL301 provides an indicative site layout for five detached dwellings on the site together with 13 car parking spaces. The suggested layout would be a typical cul-de-sac arrangement, similar to others in the local area (Junction Close, Woodland Close etc).
- 5.6 The previous appeal for 4 dwellings on the site (APP/D3830/W/19/3221967) was dismissed on 2nd July 2019 on the basis that the two semi-detached dwellings proposed in the north-west corner would have considerable width and would appear cramped with an external garden area disproportionate to the number of bedrooms involved. The Inspector concluded that this building would be *“in stark contrast not only to local character but also to the relative layouts of the other two detached dwellings proposed”*. The new site layout demonstrates that 5 dwellings can be accommodated within comfortable sized plots without appearing expansive in their setting or jarring with the layout of the local area.
- 5.7 Policy H2 of the Burgess Hill Neighbourhood Plan (NP), adopted in 2016, says that development in back gardens in residential areas would generally not be supported. The Inspector accepted that the site was not a back garden, but concluded that the proposals were backland development and the principles of Policy H2 should apply. Unlike the appeal scheme, the current proposals would not result in new buildings to the rear of 203 Junction Road, thereby providing a better relationship with this property and avoiding backland development and the need to apply Policy H2.

Housing Need & the NPPF Tilted Balance

- 5.8 Recent MSDC Planning Committee reports have confirmed that based on the new standard method formula for calculating housing need (and having regard for the need for an appropriate buffer), the Council is unable to demonstrate a five-year supply of deliverable housing sites as per the requirements of paragraph 78 of the NPPF. On this basis, the presumption in favour of sustainable development must apply and the tilted balance in favour of residential proposals engaged accordingly.



Other Material Considerations

- 5.9 The Burgess Hill Neighbourhood Plan sets out parking standards for small scale developments outside of the town centre. For 3 and 4 bed houses the standards require a minimum of 2 spaces per dwelling plus 1 space per two dwellings for visitors (in this case 12.5 spaces). The indicative layout demonstrates that the scheme could provide 13 parking spaces, thereby fully complying with the standards. Secure and covered cycle parking for 3No bicycles per dwelling will be provided in external storage sheds.
- 5.10 The proposed development is for five self-build plots and is therefore exempt from Biodiversity Net Gain requirements. However, the applicant is committed to delivering ecological enhancements across the application site and the adjacent land within their ownership. The submitted Ecological Appraisal confirms that the site has species poor habitat with low ecological value. The Appraisal demonstrates that the proposed development will not result in a significant habitat loss and makes several recommendations for ecological enhancements including the provision of bird boxes, bat boxes and native planting.
- 5.11 The nearest house to 203 Junction Road (Plot 1) would be located as a continuation of the streetscene and would not extend beyond the established front and rear building lines. Plot 2 would be approximately 22 metres away from 203 Junction Road. As such, the living conditions of the nearest residents would not be harmed and there would be no conflict with District Plan Policy DP26 accordingly.
- 5.12 The proposed number of dwellings is below the threshold for the provision of affordable housing as set out in District Plan Policy DP31.
- 5.13 The application is fully in accordance with local and national planning policies and in the absence of any identified harm or conflicting material considerations, outline planning permission should be granted accordingly.



6.0 CONCLUSIONS

- 6.1 Outline consent is sought for the construction of five detached dwellings on land at 201 Junction Road, Burgess Hill. The site comprises 0.22 hectares of redundant scrubland which was previously occupied by a large, detached manor house known as Medbourne Villa (demolished in 1993). The land is located in a highly sustainable location within easy walking distance of Wivelsfield train station.
- 6.2 Planning consent for three detached houses on the site was previously granted in June 2017 (DM/5328). This consent has been lawfully commenced and can be completed without the need for further permissions. Previous site layout constraints associated with the root protection zones of four mature trees no longer apply following their removal due to disease. The developable area within the site is now considerably larger and offers an opportunity to deliver additional housing.
- 6.3 Proposals to construct 10 new homes, a community garden, orchard and public allotments were the subject of pre-application discussions with the District Council in September 2024 (DM/24/1601). Initial pre-application feedback raised concerns about new development being located on the strip of land to the rear of Nos 203 to 237 Junction Road. Accordingly, the current proposals only relate to the area of land previously subject to residential planning permission.
- 6.4 Outline consent for the proposed development should be granted on the following basis:
- The principle of developing the site for housing has already been established by extant consent DM/16/5329.
 - The land was previously in residential use and is located within easy walking distance of Wivelsfield station for sustainable travel.
 - The Mid Sussex District Plan (2018) aims to deliver 1090 dwellings per annum between the period 2024/25 and 2030/32 with the majority of these to be provided in Burgess Hill, Haywards Heath and East Grinstead.
 - District Plan Policy DP6 requires proposals not to result in the underdevelopment of housing sites.



- Policy DP30 (Housing Mix) requires housing developments to meet the needs of different groups in the community including those wishing to build their own homes.
- The Council is currently unable to demonstrate a five-year supply of deliverable housing sites as per the requirements of paragraph 78 of the NPPF. Accordingly, the NPPF presumption in favour of sustainable development and the tilted balance in favour of granting planning permission applies.

6.5 The proposed development meets the requirements of all relevant local and national planning policies and in the absence of any conflicting material considerations, outline consent should be granted at the earliest opportunity.

Lewis and Co Planning
March 2025