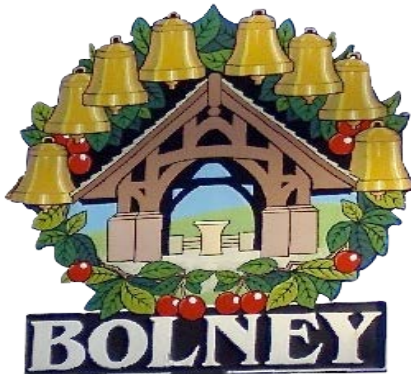


BOLNEY PARISH COUNCIL



Bolney Neighbourhood Plan 2015 – 2031

OUR VISION IS TO DELIVER THE SUSTAINABLE DEVELOPMENT OF BOLNEY PARISH, AT A SCALE AND FORM THAT PRESERVES ITS DISTINCTIVE RURAL VILLAGE CHARACTER, LANDSCAPE AND COMMUNITY ETHOS

Made September 2016



Southern Conservation Area – The Street, Bolney

Table of Contents

Introduction..... 5

 Which Area Does The Neighbourhood Plan Cover? 7

 Community Engagement in the Neighbourhood Planning Process 9

 How the Neighbourhood Plan Fits Into the Planning System 9

 What Period Does The Neighbourhood Plan Cover? 11

 Sustainability Appraisal 11

 How This Plan Is Organised 11

 Acknowledgements 12

Section 1: About Bolney Today..... 13

 Environment and Heritage 13

 Housing 14

 Assets 15

 Business..... 16

 Transport..... 17

Section 2: The Vision and Objectives for Bolney 19

 2.1 Protecting and Enhancing the Environment 20

 2.2 Promoting Economic Vitality 21

 2.3 Ensuring Cohesive and Safe Communities 21

 2.4 Supporting Healthy Lifestyles 22

Section 3: Neighbourhood Plan Strategy 23

Section 4: Policies for Bolney..... 25

 Built-up Area..... 25

 BOLBB1 Built-up Area Boundary..... 25

 Environment & Heritage 27

 BOLE1 Protect and Enhance Biodiversity 29

 BOLE2 Protect and Enhance the Countryside..... 31

 Design..... 32

 BOLD1 Design of New Development and Conservation..... 32

 Housing 33

 BOLH1 Residential Development Mix..... 34

 BOLH2 Infill and Backland development 35

 BOLH3 Affordable Housing 37

 BOLH4 Housing Allocations..... 39

| | |
|---|----|
| BOLH4a Land opposite the former Queens Head Public House..... | 41 |
| BOLH4b G&W Motors Site, London Road | 44 |
| BOLH4c Bolney House Gardens | 46 |
| Parish Assets | 48 |
| BOLA1 Local Green Spaces in the village | 48 |
| BOLA2 Extension of Batchelor’s Field | 54 |
| BOLA3 School Provision | 55 |
| BOLA4 Infrastructure Provision | 56 |
| BOLA5 High speed broadband | 58 |
| Business..... | 59 |
| BOLB1 Protection of Existing Commercial Premises | 60 |
| BOLB2 Development within Business Estates | 61 |
| Travel and Parking Policies | 64 |
| BOLT1 Transport Impact of Development..... | 66 |
| BOLT2 Parking in the Village | 67 |
| BOLT3 Off-street parking provision for new developments..... | 69 |
| Section 5 – Community Aspirations..... | 71 |
| Section :6 Monitoring and Review | 72 |
| Appendix A – Evidence Base | 74 |
| Appendix B – Monitoring Indicators | 76 |

Introduction

Bolney parish is set in undulating countryside in the district of Mid Sussex. The village has a charming semi-rural character derived from abundant trees and hedgerows, narrow sunken lanes and a wide variety of building styles and features. It is linear in form. The High Weald Area of Outstanding Natural Beauty (AONB) takes in the north and north eastern parts of the Parish, totalling 2/5ths of the Parish. The village is located west of the A23 and north of the A272, both roads being heavily used. Bolney is 13 miles north of Brighton and 16 miles south of Gatwick Airport. The nearest railway station is 5 miles east at Haywards Heath.

Its location, accessibility, scale and attractive countryside setting, combined with its strong community spirit, make Bolney a very desirable place to live. The Bolney Neighbourhood Plan (hereafter referred to as the 'Neighbourhood Plan') has been prepared to ensure that development is planned in terms of location, scale, form and style in a manner which enhances the parish and village.

In addition, the community spirit in the village and the involvement of the parish residents in the activities for the benefit of all ages is exceptional. 'Doing it for ourselves' rather than relying on external bodies is evident. The Parish has an active volunteer group, praised by West Sussex County Council as exemplary, who undertake rapid response jobs around the parish, such as clearing snow and ice, dealing with fallen trees, repairing footpaths, and litter picking and providing a team to help with other activities in the parish. Fund raising and building of a new village hall, which opened in May 2015 has been community driven. There is also a community café run by volunteers. Both the Church and the Chapel are active in providing services to all age groups in the community. The Bolney Church of England Primary (C.E.P.) School plays a key role in the community with a culture and ethos which creates and values caring behaviours. This community spirit has not come about by chance and is a result of much hard work by many residents over the years working in a small community.



Bolney volunteers improving a footpath ('44Bo')

The Parish has a population of 1,365 with 510 residential properties (source: 2011 Census). 200 of the residential properties are located within the built up area with 50 in the wider village area and the remaining 260 being located in the surrounding lanes.

The biggest challenge facing the future of Bolney is to protect the rural character of the village, whilst allowing it to continue to evolve in a sustainable manner. The responses of the community throughout the engagement process, particularly to the Residents' Survey, were clear on this point. The vision statement captures the wishes of the community as follows:

"Our vision is to deliver the sustainable development of Bolney parish, at a scale and form that preserves its distinctive rural character, landscape and community ethos."

It is accepted that Bolney will see some development in the period to 2031, and the majority of the responders to the questionnaire agreed that this was necessary. Any development should not be visually intrusive. A strong principle is that individual developments should be of a scale appropriate to the village. Large housing estates tacked onto the edge of Bolney are not considered appropriate.

The Bolney Neighbourhood Plan is a new type of planning document produced in the Parish. It is part of the Government's new approach to planning which aims to give local people more power over what happens in their neighbourhood. This is set out in the Localism Act 2011 which came into force in April 2012.

If passed at a local referendum, the Neighbourhood Plan will be adopted by Mid Sussex District Council (MSDC) as the plan which must be used to determine planning applications in the Parish; it will become part of the Development Plan alongside the District Council's Local Plan and subsequently MSDC's District Plan when this is in place.

The Plan therefore provides the local community with a powerful tool to guide the long-term future of Bolney and its surrounding countryside for the period to 2031. The Plan contains a vision and objectives for the future of Bolney Parish and sets out clear planning policies to realise this vision.

In order to develop the Neighbourhood Plan, Bolney Parish Council set up a Neighbourhood Plan team which comprises Parish Councillors and a number of local volunteers.

Some of the Neighbourhood Plan policies are general and apply throughout the Plan area, whilst others are site specific and apply only to the appropriate areas illustrated on the relevant Map. Nevertheless, in considering proposals for development, the Parish and District Council will apply all relevant policies of the Plan. It is therefore assumed that the Plan will be read as a whole and cross-referencing between Plan policies has been avoided.

The Plan should also be read in conjunction with the National Planning Policy Framework, MSDC's Local Plan 2004 and the Emerging District Plan and the Neighbourhood Plan Evidence Documents (see Appendix A).

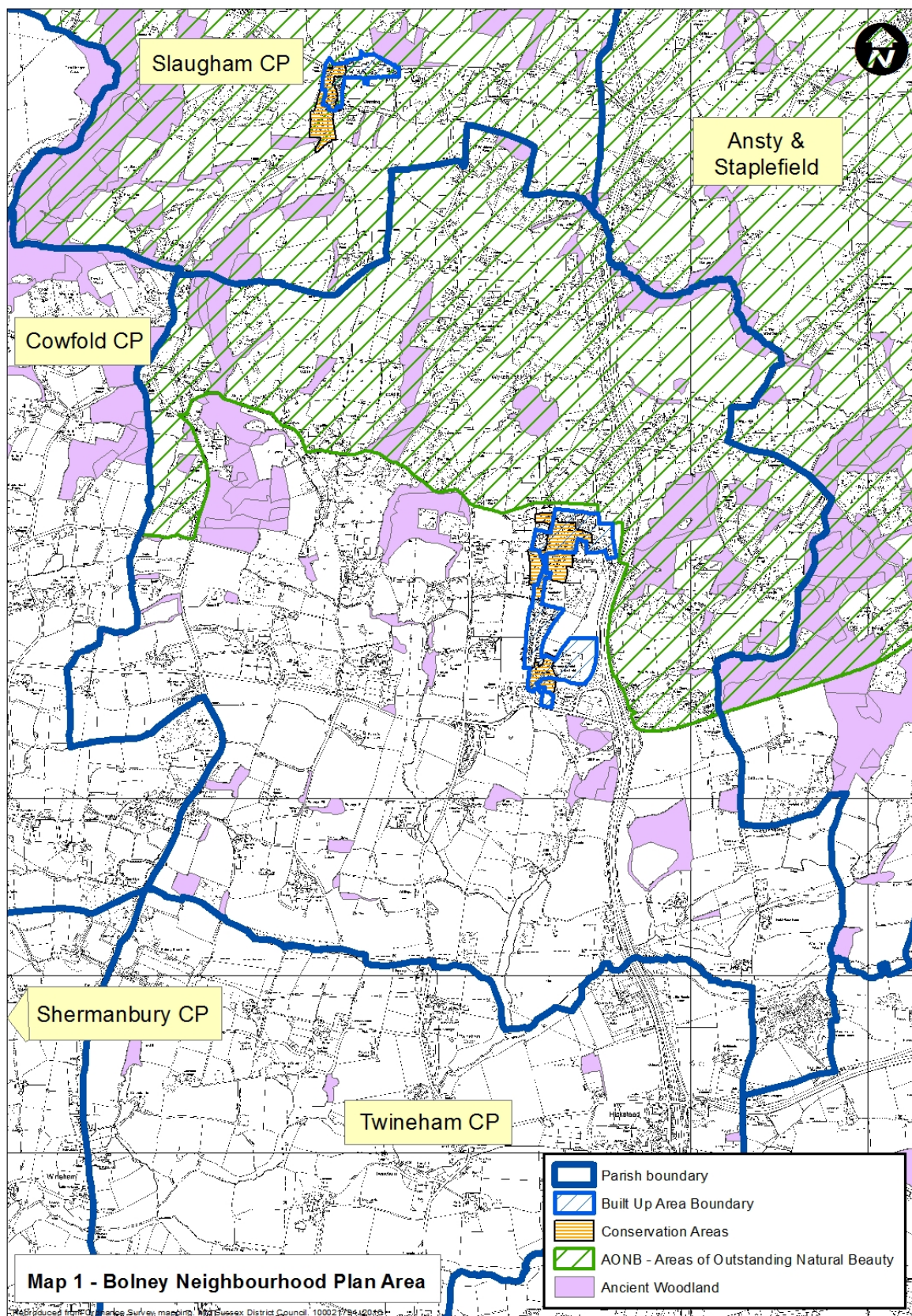
Which Area Does The Neighbourhood Plan Cover?

The Bolney Neighbourhood Plan covers all of Bolney Parish. In preparing the Plan, there has been dialogue with MSDC and West Sussex County Council. An application for neighbourhood plan designation was approved by MSDC on 9 July 2013. The area is shown in Map 1 – Bolney Neighbourhood Plan Area.

This map also shows the existing built-up area boundary and some of the key constraints across the parish, specifically:

- The High Weald Area of Outstanding Natural Beauty (AONB)
- The Conservation areas
- The Ancient Woodland

Map 1 – Bolney Neighbourhood Plan Area



Community Engagement in the Neighbourhood Planning Process

The Neighbourhood Plan team followed the necessary steps to create the Plan. The team developed and undertook extensive public engagement with the residents of Bolney and others with an interest in the area. The feedback from the public engagement and consultation informed the subsequent resident and business surveys and identified key interests and concerns which were considered at all stages of creation of the Neighbourhood Plan and supporting documents. This has led to this document, which is the Submission Neighbourhood Plan.

Fuller details are provided in The Consultation Statement at www.midsussex.gov.uk/neighbourhoodplans. The Neighbourhood Plan including the Consultation Statement and other supporting documents are available on the MSDC website www.midsussex.gov.uk/neighbourhoodplans in the green box at the bottom of the page, marked Bolney Neighbourhood Plan

How the Neighbourhood Plan Fits Into the Planning System

The Government's intention is for local people to decide what goes on in their area, subject to being in line with higher level planning policy. That is, Neighbourhood Plans must comply with a set of Basic Conditions: The following is taken from the UK Government's Planning Portal website:

"Only a draft neighbourhood Plan or Order that meets each of a set of basic conditions can be put to a referendum and be made. The basic conditions are set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004.

Revision date: 06 03 2014"

The basic conditions which apply to neighbourhood plans are:

- a. having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the neighbourhood plan.
- b. the making of the neighbourhood plan contributes to the achievement of sustainable development.
- c. the making of the neighbourhood plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (MSDC).
- d. the making of the neighbourhood plan does not breach, and is otherwise compatible with, EU obligations.
- e. prescribed conditions are met in relation to the plan and prescribed matters have been complied with in connection with the proposal for the neighbourhood plan).

Details on how the draft Bolney Neighbourhood Plan conforms to the Basic Conditions are contained in the Basic Conditions Statement at

www.midsussex.gov.uk/neighbourhoodplans in the green box at the bottom of the page, marked Bolney Neighbourhood Plan.

In order to future-proof the Plan, close dialogue with the MSDC has ensured that the Plan is in line with up to date evidence of any strategic needs identified for the area and the Submission Plan.

Once in place, the Neighbourhood Plan will be part of the development plan used to determine planning applications in the Parish, unless material considerations indicate otherwise.

What Period Does The Neighbourhood Plan Cover?

The Neighbourhood Plan covers the period up to 2031. The MSDC District Plan period is from 2014– 2031 and in order to generally align with the strategic policies of the plan, the Bolney Neighbourhood Plan has the same end date. Its start date of 2015 reflects when it is intended to come into force.

Sustainability Appraisal

To ensure that the policies and proposals set out in the Neighbourhood Plan contribute to sustainable development, it has been tested to see how well it performs against economic, social and environmental objectives. In order to assess the sustainability impacts of different plan and policy options, an appraisal framework (known as a Scoping Report) was prepared, with inputs from statutory consultees. A full Sustainability Appraisal, including a Strategic Environmental Assessment, is provided with this Submission Neighbourhood Plan at www.midsussex.gov.uk/neighbourhoodplans A Non-technical Summary of the Sustainability Appraisal (incorporating SEA) is also available at www.midsussex.gov.uk/neighbourhoodplans Both can be viewed by scrolling down to the green box at the bottom of the page marked Bolney Neighbourhood Plan.

How This Plan Is Organised

This Plan is divided into six sections:

Section 1: About Bolney Today: a brief description of the Parish today and the key issues that have influenced the Plan.

Section 2: The Vision and Objectives for Bolney: for the period to 2031.

Section 3: Bolney Neighbourhood Plan Strategy: the broad planning approach for Bolney and how this conforms to higher level planning policy.

Section 4: Neighbourhood Plan Policies: policies to support the overall vision, including site specific allocations for new development. Policies are arranged in the following themes:

- Environment & Heritage
- Housing
- Assets
- Business
- Transport

Section 5: Community Aspirations: provision of a community shop

Section 6: Monitoring and Review: how the Plan will be monitored

Acknowledgements

This document has been developed and produced by Bolney Parish Council and a Core Team of volunteers from Bolney Parish with wide ranging skills and backgrounds on behalf of the whole Bolney community.

The team would like to thank the following for their assistance in preparation of the documents:

- Chris Bowden of Navigus Planning Ltd and Dave Chetwyn of Urban Vision Enterprise CIC, both Chartered Town Planners, who were our professional planning consultants.
- Funding and support provided by the Supporting Communities in Neighbourhood Planning Programme led by Locality in association with RTPi/Planning Aid England, CDF and partners, available through the My Community Rights website.
- Bolney Parish Council for funding and support.
- MSDC Planning Department, particularly Mark Bristow, Neighbourhood Planning Officer, for guidance and support on all matters related to neighbourhood planning.
- Action in Rural Sussex for preparing our Community Profile Report.

The Parish Council and the Neighbourhood Plan team would like to thank the whole community for participating in the process and for coming together to support the development of the Neighbourhood Plan.

Support has also been kindly provided for consultation, meeting and display space by Bolney Village Chapel, The Church of St Mary Magdalene, Bolney C.E.P. School, The Eight Bells Pub, The Bolney Stage Pub, Bolney Wine Estate, the Pavilion Community Café and the Batchelor's Field Community Café.

The following individuals have given up their time to develop the plan and gather supporting evidence.

Core Team: Kristian Berggreen, Patrick George, Alison Hollands, Paul Hollands, Tim Leigh, Annabel Moir, Ed Oliver, Mary Sheppard and Zoe Simms.

And many other community members who were involved in the Core Team for part of the period or who have provided support assistance and high levels of feedback.

Section 1: About Bolney Today

1.1 A wide range of issues have been considered in producing the Neighbourhood Plan. These are grouped under five themes:

- Environment and Heritage
- Housing
- Assets
- Business
- Transport

The key issues for these five themes are set out below. The main issues have been identified from research along with issues raised by local people at the various consultation events.

Environment and Heritage

1.2 Mid Sussex District Council in their document 'Capacity of Mid Sussex District to accommodate development' (June 2014) found that the Bolney High Weald Fringe had a low capacity to accommodate development.

1.3 Bolney is situated on a ridge within the attractive undulating landscape setting of the High Weald Fringes at the edge of the High Weald Area of Outstanding Natural Beauty (AONB) which skirts the northern and eastern edges of the village. Wykehurst Park is an interesting historical site. The village has a distinctive character and a substantial sensitivity to change. One of the distinctive features which results from the topography and layout of development is the strong visual connectivity between the village and the landscape – offering uncluttered long and shorter distance rural views from the built up area.

1.4 The countryside around the village contains attractive landscape, designated ancient woodland, species rich hedgerows and protected species and offers potential for enhancement.

1.5 Without careful planning, the distinctive character and sensitive landscape and ecology are under threat from significant and inappropriately located or designed development.



View of Southwest of Bolney Parish from the Church Tower

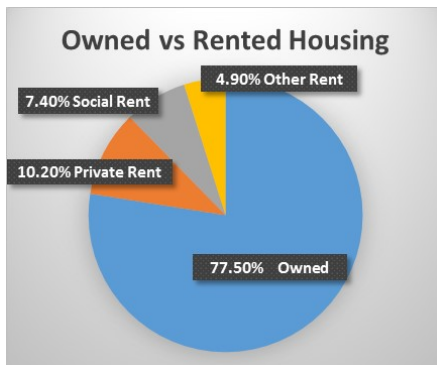
1.6 Bolney is an ancient settlement whose origins lie over a thousand years ago. There is a fine Grade 1 listed church (mainly Norman, with some Saxon parts and later additions) and a number of Grade 2 listed houses, including one which is alleged to have been one of the oldest 'hall houses' in the whole of Sussex.

1.7 After spending nine hundred years as a backwater adjacent to the ancient St Leonard's Forest, with agriculture, forestry and iron working providing most of the employment, in the twentieth century Bolney became home to people whose work was outside of the village. The proximity of the railway station at Haywards Heath and the two trunk roads (A23 and A272) has made it popular with commuters.

1.8 In the process of welcoming that change and growth, Bolney has kept that precious commodity of neighbourliness, which public consultation has shown to be of huge importance to residents, and which they would be loath to lose. This part of Bolney's heritage is at least as important to residents as the physical heritage.

Housing

1.9 The 2011 census tells us that Bolney had 510 dwellings with a predominance of family housing (59.3% are detached) 77.5% of homes are owned, with 22.5% available for rent (10.2% for private rent, 7.4% for social rent, and 4.9% for other rent).



1.10 Between 2001 and 2014 a total of 60 dwellings have been added to the housing stock of the Parish. A further 20 dwellings were committed through planning permissions in November 2014. The Housing Needs Survey 2010, corroborated through recent analysis of the MSDC housing register, revealed a local need for housing but there is pressure from developers for Bolney to accommodate significantly more housing than is necessary to meet local housing need. Residents have stated that they consider allocating land for a large number of additional dwellings in Bolney village would be unsustainable.

Assets

Indoor Facilities

1.11 Bolney benefits from a strong community spirit reflected in the number of groups and activities taking place. These groups need places in which to meet and a replacement community building, The Rawson Hall, was opened in May 2015. It provides two halls, sports changing facility, public conveniences, an office room, and a kitchen and foyer /community café area. In addition there are also the Bolney C.E.P. School and Bolney Chapel available for occasional hire and use.



Rawson Hall

Open Spaces

1.12 There is generally satisfactory provision of open space serving the existing community both in terms of local amenity areas, and informal recreation through the extensive footpath and bridleway network and access to woodlands and countryside. Private woodland at the rear of Batchelor's Field has been used unofficially by the community for many years as a play area and route from the footpath '18Bo' to the Field.

Batchelor's Field

1.13 Batchelor's Field, situated on the eastern side of The Street, was purchased by Bolney Parish Council from a resident, and is now owned and run by MSDC.

It now holds:

- The rebuilt Rawson Hall;
- A football pitch which is the home of Bolney Rovers who currently play in the Mid Sussex Football League
- A hard play area for young children containing play equipment;
- A multi-sport area in the north-east corner of Batchelor's Field (officially known as the Flat Even Tarmac Area or 'Feta')
- A proposal has been made also to install a Petanque pitch in the Field.

It is also extensively used by residents for informal recreation and exercise.

Glebe Field

1.14 The Glebe Field is situated to the north of the parish church and to the east of the Bolney C.E.P. School.

The Glebe Field's users include:

- Bolney C.E.P. School as its sports field (including a football pitch and running track).
- Bolney Cricket Club as its home ground. In 2003, a new pavilion was designed and built by players, which forms the centre for the whole club. The club has an active junior side and arranges for youth coaching each year.
- The Bolney (Ladies) Stoolball Club which plays matches twice a week on Glebe Field during the summer months.
- The annual November 5th Bonfire and Fireworks arranged by various Bolney community groups.

Business

1.15 Bolney Parish contains more businesses than might be expected from the size of its population. Bolney has approximately 0.9% of the population / housing stock of

Mid Sussex, and, based on a pro rata calculation of the number of business to the size of the population, Bolney could be expected to have about 60 businesses. In fact there are 98 premises paying business rates, and a total of 150 businesses including those run from home.

1.16 Bolney remains a vibrant rural village in spite of the local economy changing significantly over the last 20 years, and makes a significant contribution, based on its population, to the economy of Mid Sussex.

1.17 The nature of the local economy is strongly influenced by being close to Crawley and London Gatwick Airport and within commuting distance of London and the south coast. The majority of the working population works in London or within the Gatwick/Brighton diamond. The rise of home based working is becoming an increasing trend with 9.8 % of Bolney's working population working from home.

Transport

1.18 Bolney is 5.6 miles from the nearest train station at Haywards Heath. The bus services are infrequent and cease in the evening. Therefore travel in and out of the Parish is mainly by car. Commuters during peak periods travel in a range of directions as described above. However, significant congestion at various points such as The Street and the A23/A272 junctions is a routine occurrence.

1.19 In addition to commuter traffic, travel for shopping, education, sport, entertainment, and other purposes are by car.

1.20 Congestion regularly occurs on The Street and on Church Lane which provides access to both the Primary School and the Church. Both of these routes are narrow and have no pavements in places. The safety of pedestrians, including those walking to and from school, is therefore at risk.

1.21 The interlinking network of footpaths within the village and into the countryside is an important asset for both car-users and non-car users. The footpaths provide informal leisure, healthy exercise and access to various community assets while avoiding the narrow streets and lanes.

1.22 There is some use of bicycles although routine cycle travel is limited by the dangers of cycling on the A272, along the narrow winding lanes in the Parish and other roads on the routes to various destinations.

1.23 Additional houses will generate additional car travel and this is recognised as an important consideration in the sustainability of development. Most homes in Bolney have at least two cars, with more cars where young adults reside at home.

Car parking space requirements and on street parking congestion are also recognised as considerations in the sustainability of development.

Section 2: The Vision and Objectives for Bolney

The following vision and objectives cover the period to 2031 and have been derived from extensive public consultation:

Our vision is to deliver the sustainable development of Bolney parish, at a scale and form that preserves its distinctive rural character, landscape and community ethos.

Our objectives support the Emerging District Plan objectives, there are 4 priority themes:

2.1 Protecting and Enhancing the Environment

| <p style="text-align: center;">NEIGHBOURHOOD PLAN OBJECTIVES</p> | <p style="text-align: center;">EMERGING DISTRICT PLAN STRATEGIC OBJECTIVES</p> |
|---|---|
| <p>To promote sustainable development.</p> <p>To protect the identity of Bolney, particularly its balance between the built up area and the countryside and avoid coalescence with neighbouring settlements.</p> <p>To protect and enhance the high quality and sensitive landscape within the Parish.</p> <p>To maintain the distinctive views and visual connectivity with the heritage assets of the Parish and the surrounding countryside.</p> <p>To protect the public open space of value to the community.</p> <p>To maintain and enhance the biodiversity of Bolney Parish.</p> <p>To ensure any development is accompanied by the necessary infrastructure and seek to add sound reducing opportunities for the existing village.</p> | <p>To promote development that makes the best use of resources and increases the sustainability of communities within Mid Sussex, and its ability to adapt to climate change.</p> <p>To promote well located and designed development that reflects the District's distinctive towns and villages, retains their separate identity and character and prevents coalescence.</p> <p>To protect valued landscapes for their visual, historical and biodiversity qualities.</p> <p>To protect valued characteristics of the built environment for their historical and visual qualities.</p> <p>To create and maintain easily accessible green infrastructure, green corridors and spaces around and within the towns and villages to act as wildlife corridors, sustainable transport links and leisure and recreational routes.</p> <p>To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks.</p> |

2.2 Promoting Economic Vitality

| NEIGHBOURHOOD PLAN OBJECTIVES | EMERGING DISTRICT PLAN STRATEGIC OBJECTIVES |
|--|---|
| <p>To support the implementation of super-fast broadband which is acknowledged to be needed to support businesses and the many home workers within the parish.</p> <p>To maximise the potential of existing employment and support the needs of local employers.</p> | <p>To promote a place which is attractive to a full range of businesses, and where local enterprise thrives.</p> <p>To provide opportunities for people to live and work within their communities, reducing the need for commuting.</p> <p>To create and maintain town and village centres that are vibrant, attractive and successful and that meet the needs of the community.</p> <p>To support a strong and diverse rural economy in the villages and the countryside.</p> <p>To support and enhance the attractiveness of Mid Sussex as a visitor destination.</p> |

2.3 Ensuring Cohesive and Safe Communities

| NEIGHBOURHOOD PLAN OBJECTIVES | EMERGING DISTRICT PLAN STRATEGIC OBJECTIVES |
|---|--|
| <p>To avoid any development which places an unacceptable traffic burden or creates safety issues for pedestrians and cyclists on the local road network and on the A272.</p> <p>To deliver a housing growth strategy tailored to the needs and context of Bolney.</p> <p>To involve local people in an ongoing basis in the process of plan-making, monitoring and delivery of development.</p> | <p>To support sustainable communities which are safe, healthy and inclusive.</p> <p>To provide the amount and type of housing that meets the needs of all sectors of the community.</p> <p>To create environments that are accessible to all members of the community.</p> |

2.4 Supporting Healthy Lifestyles

| <p>NEIGHBOURHOOD PLAN OBJECTIVES</p> | <p>EMERGING DISTRICT PLAN STRATEGIC OBJECTIVES</p> |
|---|--|
| <p>To support the provision of a range of community facilities that provide for the needs of the community.</p> <p>To support the development and improvement of cycle routes to Haywards Heath and Burgess Hill.</p> <p>To provide additional public green spaces and recreational areas in order to facilitate improvements in health and lifestyles.</p> | <p>To create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.</p> |

Section 3: Neighbourhood Plan Strategy

3.1 The Neighbourhood Plan seeks to ensure that development needed to sustain the Parish is well located and designed to respond to the distinctive local character.

3.2 Following a careful assessment of the evidence and responses from public consultation, the planning strategy is to focus well designed development to meet identified needs within the built up area of Bolney whilst protecting and enhancing the character of the village and the attractive countryside beyond. Accordingly this plan defines a new built-up area for Bolney. The Neighbourhood Plan updates the boundary to include site allocations in the Plan. The new Bolney Built-up Area Boundary is shown on the Proposals Map and Map 2.

3.3 The Neighbourhood Plan recognises the important community networks in Bolney and seeks to protect the social and economic hubs of the village centre and wider parish.

3.4 The MSDC Local Plan, adopted in 2004, attaches great weight to the protection and improvement of the urban and rural environment of Mid Sussex, the quality of life which residents and visitors enjoy, their amenity and the conservation of its natural and created resources.

3.5 This means precluding development which destroys, unacceptably damages or pollutes the environment. The Local Plan distinguishes clearly between the countryside and the built-up areas and aims to focus most development within the built up areas of the District. The Local Plan aims to protect and strongly resist inappropriate development within the countryside particularly those areas of special qualities such as the best and most versatile agricultural land, Areas of Outstanding Natural Beauty, Strategic and Local Gaps. The loss of wildlife habitats and corridors is also resisted, together with harm to heritage assets and their setting. The Local Plan aims to encourage high standards of design and sufficient infrastructure wherever new development is permitted.

3.6 The MSDC Local Plan allocated one current business site for housing in Bolney, east of London Road for 6 dwellings, which the Neighbourhood Plan intends to retain as a residential allocation. The current allocation has not been started or completed, nor does it have the benefit of planning permission.

3.7 No strategic employment or retail allocations are made in Bolney in the MSDC Local Plan or their Emerging District Plan. The Local Plan contains a large number of detailed policies but these are not considered to be strategic policies. The Bolney Neighbourhood Plan is therefore considered to be in general conformity with the strategic policies of the adopted Local Plan.

3.8 The Local Plan policies were intended to cover the period up to 2006 whereas the Bolney Neighbourhood Plan extends to 2031. MSDC is preparing a new District Plan which will also run to 2031. The most recent version of the Emerging District

Plan (Pre-Submission Draft) was published in June 2015, followed by Focused Amendments to the Pre-Submission Draft in November 2015.

3.9 MSDC is basing its revised District Plan on new evidence, including new housing targets for the District to provide sufficient deliverable and developable housing sites to meet its housing requirement. No formal strategic housing target is set for Bolney Parish. However, an indicative number has been expressed in the Housing and Economic Development Needs Assessment (HEDNA) – November 2015). In 2012 Bolney Parish Council indicated that the Parish could accommodate approximately 40 additional homes over the plan period up to 2031. Other Parishes submitted their own targets to help deliver the overall housing need (Housing Supply Document published by MSDC in March 2013). Working with MSDC, an appropriate scale of housing growth was agreed to enable the Neighbourhood Plan to address housing needs in a sustainable way.

3.10 Where neighbourhood planning is undertaken before an up-to-date District Plan is in place, collaboration between the community and the District Council is critical. In developing the Bolney Neighbourhood Plan, MSDC has taken an active role in advising and supporting the local Neighbourhood Plan team, sharing evidence and information and ensuring the Neighbourhood Plan fits appropriately with any relevant up-to-date evidence of strategic needs.

Section 4: Policies for Bolney

Built-up Area

Policy Background

4.1 In a rural parish such as Bolney with one principal settlement, it is important that development is directed to appropriate locations - principally Bolney village - and that sprawl is avoided. The purpose of a built-up area boundary is to provide that direction.

4.2 The 2004 MSDC Local Plan provides a Built-up Area Boundary for Bolney village. It states at paragraph 2.15 that:

'A built-up area boundary is defined for Bolney in order to conserve the rural setting of the village and to protect the surrounding countryside from unnecessary development.'

BOLBB1 Built-up Area Boundary

4.3 It is considered necessary to define the boundary within Policy BOLBB1 of the Neighbourhood Plan.

4.4 The extent of the Built-up Area Boundary is shown on the Proposals Map and on Map 2.

Policy BOLBB1 – Built-up Area Boundary

The development of Bolney shall be focused within the Built-up Area Boundary as identified on the Proposals Map and on Map 2.

Development proposals will ordinarily be supported within the Built-up Area Boundary subject to compliance with other policies in the Neighbourhood Plan.

Outside the Built-up Area Boundary, development will not be permitted unless:

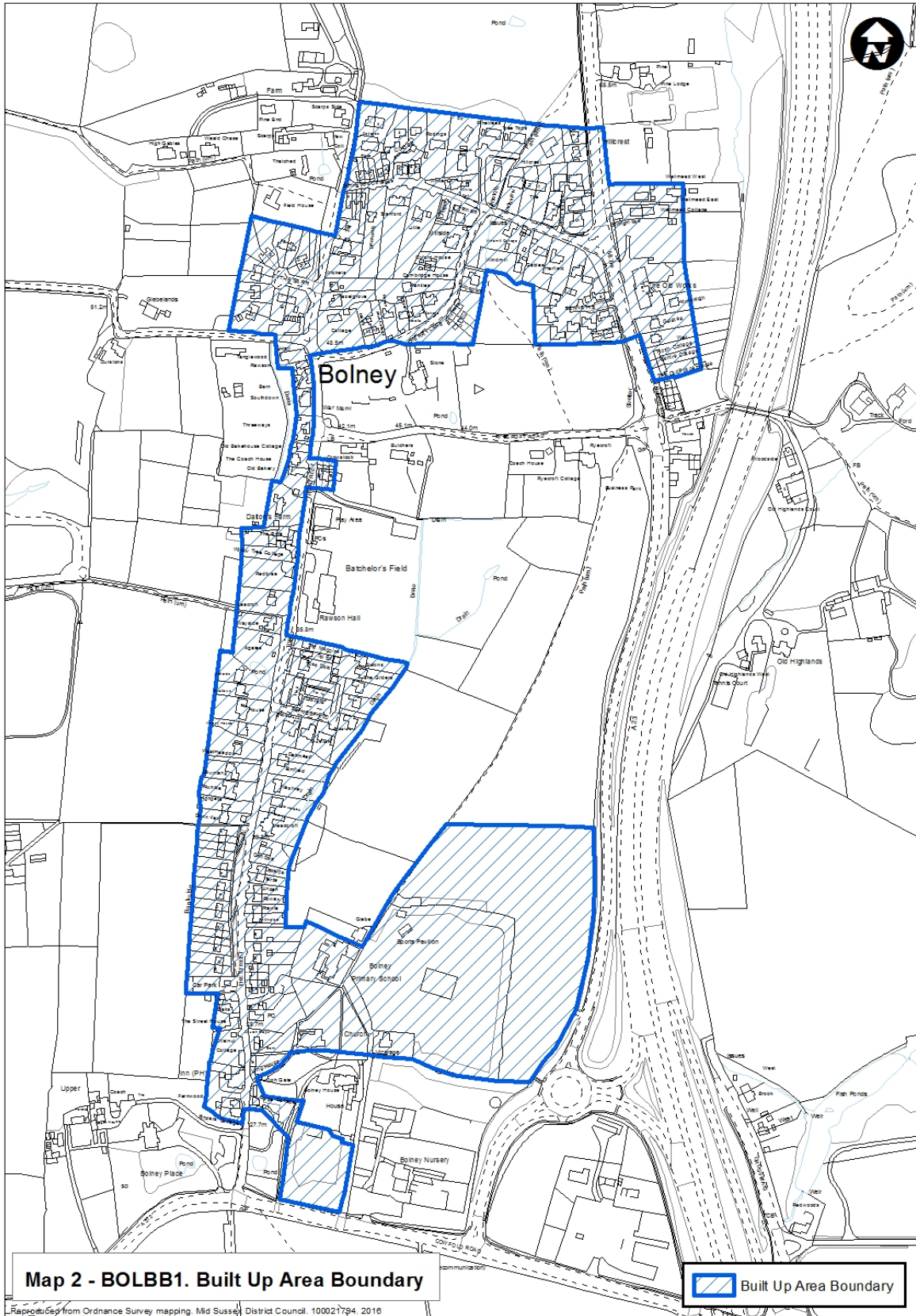
it is supported by a specific policy elsewhere in the Neighbourhood Plan; or the proposal is in accordance with other planning policies applying to the Parish

it relates to necessary utilities infrastructure where no reasonable alternative location is available; or

it is necessary for the purposes of agriculture, or some other use that has to be located in the countryside; and

it maintains or where possible enhances the quality of the rural and landscape character of the parish; and

it takes account of the economic and other benefits of the best and most versatile agricultural land and seeks to use areas of poorer quality land in preference to that of higher quality.



Environment & Heritage

Context

4.5 The National Planning Policy Framework (NPPF) seeks to protect the character and setting of listed buildings and Conservation Areas. Heritage assets are located both within and outside the Built-up Area Boundary. They form an essential component of the street scene in the village centre as well as in their countryside locations. They consequently support tourism and the local economy.

4.6 The NPPF states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Sustainable development involves achieving positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including replacing poor design with better design. One of the Government's core planning principles is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. There is a good understanding of the distinctive character of the village and the landscape surrounding Bolney.

4.7 The Neighbourhood Plan has a clear vision and objectives for the future of Bolney parish. The character of the Conservation Areas owes much to the variety of architectural forms, styles and materials represented by buildings constructed and developed over hundreds of years. This includes the twelfth century parish church of St Mary Magdalene and some examples of pre-fifteenth century timber framed buildings around the parish, together with some sandstone buildings, rendered or tile hung facades, Horsham stone roofs and many different styles of brick built properties constructed from the 18th century to the present day.

4.8 The diversity in building styles contributes greatly to the character of Bolney and future development should respect the distinctive height, scale, spacing, layout, orientation, design and materials of the area in which it is located. Innovative design should continue to reflect design cues associated with the context of the building.

Development within the Built-Up Area

4.9 The Neighbourhood Plan focuses new development within the Built-up Area, in order to protect the surrounding landscape.

4.10 MSDC's Local Plan and Emerging District Plan attach great importance to the quality of design in new development. The Neighbourhood Plan similarly attaches great importance to preserving and enhancing the character and appearance of the two Conservation Areas and their setting; the distinctive character of the other built up areas within the village and the surrounding landscape. Development should result in an attractive and safe public realm. Roads and car parking areas should not dominate the area and boundary treatment to properties such as hedges or walls should reflect that used in the surrounding area. Development should respect the natural contours of a site and sensitively incorporate natural features such as trees,

hedges and ponds within the site. Landscape proposals should form an integral part of a planning application and be in scale with the proposed development.

4.11 The design and layout of specific sites and residential extensions is also considered in the Housing Chapter of the Neighbourhood Plan but Policy BOLE1 applies to all types of development within the Neighbourhood Plan area and sets out the quality of development that will be expected for the area.

Countryside outside the Built Up Area Boundary - Landscape Protection

4.12 The landscape forms an intrinsic part of the character and setting of the village and provides informal and formal recreational opportunities for the community and visitors alike. The landscape also forms part of the tourism offer in the area which is vital for sustaining some current business and economic ventures.

4.13 The High Weald Area of Outstanding Natural Beauty covers approximately 39% of the parish. Great weight should be given to conserving and enhancing the landscape, scenic beauty and cultural heritage in this area which has among the highest status of protection in the country. The National Planning Policy Framework states that planning permission should be refused for major developments in the AONB other than in exceptional circumstances and where it can be demonstrated they are in the public interest. Paragraph 116 of the NPPF provides further detail on how the consequences of such applications should be assessed. . The High Weald Area of Outstanding Natural Beauty Management Plan (2014) sets out ways that the countryside will be protected and enhanced, for example, by protecting the distinctive character of villages and maintaining the hinterlands and managing and enhancing the natural features which contribute to this character.



View of Bolney mill pond in the south of Bolney parish

4.14 Bolney's rural location affords many pleasant walks in the countryside through farmland, woodland and alongside the mill ponds and often a combination of different environments on a single public right of way. Walking through such settings with scenic views across fields and trees and distant vistas of the surrounding hills is no doubt a significant attraction to living in the countryside in general and Bolney in particular. As Bolney's contribution to the Queen's Diamond Jubilee commemorations in 2012, the Parish Council nominated a network of paths to collectively be known as the Diamond Jubilee Walk which attracts visiting ramblers. Visitors attracted to the extensive network of available footpaths in the district bring business to accommodation, pubs, cafés and restaurants in the area. Healthy walks along these routes are organised in Bolney and other villages once a month in rotation by MSDC, aimed at encouraging walkers with different levels of ability.



A way-marker on Bolney's Diamond Jubilee Walk

BOLE1 Protect and Enhance Biodiversity

Policy Background

4.15 The NPPF states that in order to minimise impacts on biodiversity, planning policies should:

- Identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation.

- Promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets, and identify suitable indicators for monitoring biodiversity in the plan.

4.16 Sites of environmental importance should be protected from unacceptable impacts arising from development. Such sites include Sites of Special Scientific Interest (SSSI), Ancient Woodlands and County Wildlife Sites.

4.17 Climate change is likely to have a major impact on the biodiversity around Bolney over the plan period and beyond. The impacts of development on climate change should be minimised through the use of renewable energy and Sustainable Urban Drainage System (SUDS),

Policy BOLE1 – Protect and Enhance Biodiversity

Development proposals should protect and, where possible, enhance biodiversity by:

ensuring they do not have an unacceptable impact on sites of environmental importance; and

ensuring they do not result in loss of or unacceptable harm to protected species or their habitats and ancient or species-rich hedgerows, grasslands and woodlands; and in the case of loss or deterioration of irreplaceable habitats permission will be refused unless the need for, and the benefits of, the development in that location clearly outweigh the loss; and

preserving ecological networks such as colonies of native flora, migration and transit routes of fauna across roads and between green spaces, feeding and breeding grounds; and

protecting ancient trees or trees of arboricultural value; and

adopting best practice in Sustainable Urban Drainage Systems (SUDS); and

where possible, planting screening and amenity hedges and trees consistent with native species in the area, paying heed to eventual height, spread and shadow.

BOLE2 Protect and Enhance the Countryside

Policy Background

4.18 The NPPF states that the planning system should contribute to, and enhance, the natural and local environment by protecting and enhancing valued landscapes. Public engagement in the preparation of this Plan has indicated that the landscape around the village is highly valued and is identified as one of the village's unique characteristics.

Policy BOLE2 - Protect and Enhance the Countryside

Outside the Built-up Area Boundary, development must demonstrate that it does not have an unacceptable impact on the landscape. In particular, development proposals must demonstrate how they have addressed the requirements of BOLD1 of the Neighbourhood Plan.

Major development which has an unacceptable impact on the landscape and scenic beauty of the High Weald Area of Outstanding Natural Beauty shall be refused, unless it can be demonstrated that there are exceptional circumstances and that it is in the public interest

Design

BOLD1 Design of New Development and Conservation

Policy Background

4.19 This policy applies to all types of development within the Neighbourhood Plan area and sets out the quality of development that will be expected for the area.

Policy BOLD1 - Design of New Development and Conservation

Planning permission for new development will ordinarily be permitted subject to the following criteria:

It is designed to a high quality which reflects Bolney's rural nature and responds to the heritage and distinctive character by way of;

height, scale, spacing, layout, orientation, design and materials of buildings, and

the scale, design and materials of the public realm (highways, footways, open space and landscape); and

It does not have an unacceptable impact on the setting of any heritage asset; and

It respects the natural contours of a site and protects and sensitively incorporates well-established natural features of the landscape including trees, species-rich hedgerows and ponds within the site; and

It creates a safe, accessible and well-connected environment that meets the needs of its users; and

It will not result in unacceptable levels of light, noise, air or water pollution, and

Where possible, it provides lock-up facilities for storage of bicycles, children's pushchairs and mobility vehicles to encourage walking and cycling and to assist accessibility.

Housing

Context

4.20 The 2004 MSDC Local Plan is out-of-date in respect of establishing the housing requirement for the Mid Sussex district and the strategic approach to delivering that requirement. The MSDC Emerging District Plan has established the district-wide requirement over the plan period of the Neighbourhood Plan as 11,050 or 650 dwellings per annum. Rural settlements including Bolney are not identified for strategic housing growth and instead are expected to deliver a collective quantum of development. Policy DP5 states that the preferred strategy is for these new homes 'to be delivered through Neighbourhood Plans.' It also states that 'In the event that the Neighbourhood Plans do not deliver the required amount of development, the District Council will prepare a Site Allocations Development Plan Document'. Policy DP6 states that 'The remainder of development will be delivered at the other towns and villages to support economic infrastructure and social needs whilst maintaining the settlement pattern and where possible enhancing the quality of the rural and landscape character of the District. The District Council's preference is that the location and nature of additional development be identified through Neighbourhood Plans'.

4.21 It is of particular importance that we continue to meet the vision for Bolney Parish, which is

"... to deliver the sustainable development of Bolney Parish, at a scale and form that preserves its distinctive rural village character, landscape and community ethos".

4.22 The current village consists largely of ribbon development with some small closes. This means that the significant majority of our current dwellings have the benefit of a rural outlook and they are at a low density.

4.23 At the parish level, the Neighbourhood Plan has sought to use a range of evidence in order to establish the scale of growth that is appropriate for the parish over the plan period.

4.24 Nearly half of Bolney's households (510 at 2011 census) are located in and around The Street at the centre of the village. The rest are scattered amongst the rural lanes.

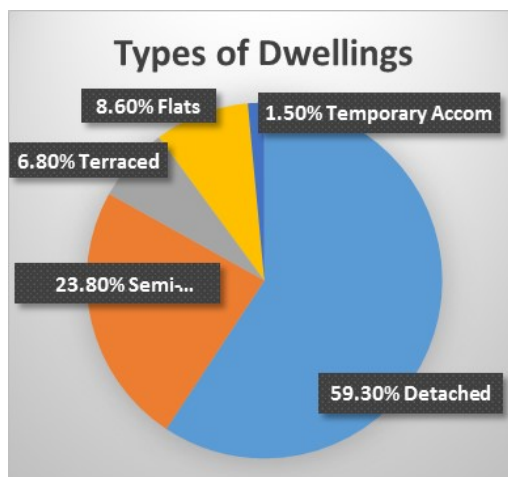
4.25 The village needs to accommodate a degree of growth in order to prosper. However, this must be balanced against the need to preserve its role as a rural settlement which does not encroach unduly on the open countryside that surrounds it. Fuller details concerning tipping points for meeting housing need are contained in the Sustainability Appraisal at www.midsussex.gov.uk/neighbourhoodplans in the green box at the bottom of the page.

BOLH1 Residential Development Mix

Policy Background

4.26 As shown in the ratio of dwelling numbers within each Council Tax band, Bolney parish has a high proportion of higher value dwellings. Council Tax bands go from A (lowest value) to H (highest value). Band D is recognised as the average. Bolney bands D to H are 83.3% of dwellings against an average of 65.4% in Mid Sussex.

4.27 Engagement with the community showed that people consider there to be a greater need for smaller properties. This would address the needs of both first-time buyers and older people looking to downsize. At present, both these groups find it difficult to access housing within Bolney. It can mean that older people have no choice but to stay in their existing large properties which may subsequently restrict the flow of such properties onto the market for growing families.



Current split of house type

4.28 As the 2009 Northern West Sussex Strategic Housing Market Assessment (SHMA) and Update (2012) established, there is not a direct relationship between household size and housing size, particularly in the market sector. The Update concludes that broad requirements for different types and sizes of new market housing should be set whilst taking into account a number of factors including broader economic and demographic changes.

4.29 The Northern West Sussex SHMA Update (paragraphs 5.21 to 5.25) sets out that the majority of household growth is expected to result from increasing single person households within the area. However a high proportion of these are existing older households who already have housing and some may wish to downsize.

4.30 Table 17 of the Northern West Sussex SHMA Update recommends an indicative proportion of 60% of affordable properties in Mid Sussex should be 1- or 2-bed, with a further 30% as 3-bed properties. This is in line with the needs in Bolney parish.

4.31 In respect of market properties, it is necessary to build in more flexibility to ensure needs are met whilst maintaining the viability of the developments. To this end, there should be a reasonable proportion of larger properties in market housing provision.

Policy BOLH1 – Residential Development Mix

To support sustainable communities and to reflect current and future local housing needs, housing developments are expected to provide a mix of all dwellings that fall within the following ranges subject to viability considerations:

1- and 2-bed dwellings: a minimum of 40% of all dwellings, reflecting a balance of both 1-bed and 2-bed properties

3-bed dwellings: 20-40% of all dwellings

4+-bed dwellings: a maximum of 15% of all dwellings

An alternative mix of dwelling size provision will only be permitted if a robust justification is provided to the satisfaction of the local planning authority that the scheme as a whole would reflect the most up to date housing needs evidence available taking into account viability considerations.

BOLH2 Infill and Backland development

Policy Background

4.32 Over the past 10 years, small sites of between 1 and 2 dwellings have made a regular contribution towards the housing land supply in the Parish. A total of 17 dwellings have been completed over this period at an average of 1.7 dwellings per annum. There remain opportunities for small scale changes of use, redevelopment and infill development and this policy facilitates such ‘windfall’ developments over the remainder of the Plan period if developed in accordance with the other policies in the development plan.

4.33 It is anticipated that some 20 dwellings will come forward within the Plan area over the period to 2031. However, some of these already have planning consent and should not be double counted. For this reason a cautious estimate of a further 10 dwellings is made on unidentified sites for the plan period.

4.34 The particular issues that must be considered in demonstrating that a backland or infill scheme is acceptable are as follows:

- **Plot width** – plots must be of sufficient width to allow a building(s) to be sited with adequate separation between dwellings. The width of the remaining and the new plot should be similar to that prevailing in the immediate area.
- **Building line** – where the prevailing depth of existing dwellings is a feature of the area new development should respect that building line.
- **Visual separation** – new dwellings must have similar spacing between buildings to that commonly found on the street frontage. Where houses are terraced the new development should normally adjoin the adjacent property(s).
- **Building height** – new buildings should reflect the height of existing buildings. Where existing buildings are of a uniform height, new buildings should respect that height.
- **Daylight and sunlight** – new buildings should not adversely affect neighbouring properties by seriously reducing the amount of daylight available through windows or by obstructing the path of direct sunlight to a garden or window. Blocking direct sunlight from reaching neighbouring properties can cause overshadowing and is not acceptable.
- **Parking and access arrangements** – satisfactory arrangements will be required for parking and access. Generally parking areas to the front of the property using the front garden will not be acceptable unless this is the prevailing pattern of parking in the locality.
- **Boundary treatment** – boundary treatment along the frontage should reflect that prevailing in the area. Proposals for open frontages or the use of the frontage for parking will not be acceptable in areas where enclosed front boundaries prevail.

Policy BOLH2 – Infill and Backland development

All residential infill and backland development within the built-up area of Bolney should reflect the character of the surrounding area and protect the amenity of neighbours. It should reinforce the characteristics and features of the street by reflecting the scale, mass, height and form of its neighbours.

Development proposals will be expected to:

- ensure that they do not lead to over-development of a site; and
- avoid the appearance of cramming; and
- demonstrate that development is of a similar density to properties in the immediate surrounding area (this is particularly the case for applications for two or more dwellings on a site currently or previously occupied by a single property); and
- ensure that new buildings do not adversely affect neighbouring properties by materially reducing the amount of daylight available through windows or by materially obstructing the path of direct sunlight to a garden or window; and
- ensure that it does not unacceptably reduce the level of existing private amenity space provision for existing residential properties; and

- provide appropriate parking and access arrangements, both for the new development and existing properties where they would be affected.

BOLH3 Affordable Housing

Policy Background

4.35 The Housing Needs Survey in 2010 identified 26 households in need of affordable housing. 11 households are in need within the period 2010 to 2015, with a further 15 thereafter.

| SIZE OF HOUSEHOLD | NUMBER |
|--------------------------|--------|
| Single Person Households | 9 |
| Older Person Household | 2 |
| Couple without children | 4 |
| Families with Children | 5 |
| Single Parent Families | 4 |
| No response | 2 |
| Total | 26 |

4.36 The supply of affordable housing in Bolney was 35 dwellings as at end of 2014:

| AFFORDABLE LANDLORDS | 1 BED FLAT | 2 BED FLAT | 3 BED HOUSE | TOTAL HOMES |
|----------------------------|------------|------------|-------------|-------------|
| Affinity Sutton | 7 | 6 | 8 | 21 |
| Bolney Housing Association | 14 | 0 | 0 | 14 |
| Total | 21 | 6 | 8 | 35 |

4.37 A further 10 affordable homes, for which planning permission exists, are to be completed early in the plan period by English Rural Housing Association on a Rural Exception Site which is within the village built-up area boundary shown on the Proposals Map, with access to village facilities along footpath '19Bo'. This includes a mix of dwelling size (70% will be 1 & 2 bedroom dwellings). These homes will be retained for people with Bolney connections in perpetuity.

4.38 The supply of affordable housing will also be increased by turnover of the existing affordable housing. Historic turnover rate supplied by MSDC and the Bolney Housing Association shows this to average approximately 4.3 dwellings per annum from 35 affordable dwellings. Once the affordable dwellings have increased by 10 to

45 dwellings a very conservative estimate of 5 dwellings turnover per annum seems reasonable.

4.39 The NPPF and the objectives of this Neighbourhood Plan indicate that this need should be met on site. Public consultation shows a clear preference for developers to provide a percentage of new units to be affordable, rather than to allow exception sites around the edge of the existing village. This is consistent with the objectives to protect the countryside around the village and to achieve integration between different types and tenures of housing within the village. Affordable housing policies should be sufficiently flexible to take account of changing market conditions over time.

4.40 It is also important that the provision of affordable housing tries to create inclusive developments. In other words, affordable housing should not be isolated away from market housing and, where possible, it should be 'pepper potted' through larger developments.

Policy BOLH3 - Affordable Housing

The type of affordable provision on any particular site should seek to address local needs as identified in the most up to date housing needs evidence available taking into account viability considerations. Applicants are encouraged to discuss the provision of affordable housing with Mid Sussex District Council before submitting a planning application

The location, layout and design of the affordable housing within the scheme should seek to create an inclusive development.

BOLH4 Housing Allocations

Policy Background

4.41 This section of the Neighbourhood Plan allocates land for residential development.

4.42 The approach taken in the Bolney Neighbourhood Plan is to identify housing allocations which achieve the objectives of the Neighbourhood Plan whilst also providing a clear spatial strategy for contributing towards the delivery of the Emerging District Plan housing requirement for the rural settlements in the district.

4.43 In addressing the needs of Bolney today, there are already sites in the planning pipeline which will serve to provide new homes for the community as well as placing additional demands on the infrastructure of the parish. However, in order to recognise the growing needs of the community over the whole plan period, it is important to plan for further growth, provided it meets the objectives of the Neighbourhood Plan.

4.44 The following sites are proposed for allocation:

- Land opposite the former Queens Head Public House – for approximately 30 dwellings
- G&W Motors site, London Road - for approximately 8-10 dwellings
- Bolney House Gardens – for approximately 3-5 dwellings

4.45 These allocations total approximately 41 to 45 dwellings. As at January 2015, there are a further 20 dwellings in the planning pipeline. This brings the total growth over the plan period (excluding minor windfalls) to approximately 61 - 65 dwellings. Adding in the 10 anticipated windfalls the growth could reach 71 – 75. This scale of growth is considered to represent an appropriate balance between the need to provide for a growing and changing population whilst also recognising the aim of maintaining Bolney as a sustainable, rural village.

Site selection criteria

4.46 The site selection criteria adopt the objectives of the Neighbourhood Plan listed in Section 2. Sites were identified through the Mid Sussex Strategic Housing Land Availability Assessment (SHLAA) and a Neighbourhood Plan Call for Sites. Site promoters were invited to comment on the accuracy of the information used by the Neighbourhood Plan core team to complete the site assessments.

4.47 Sites were then assessed against the following criteria:

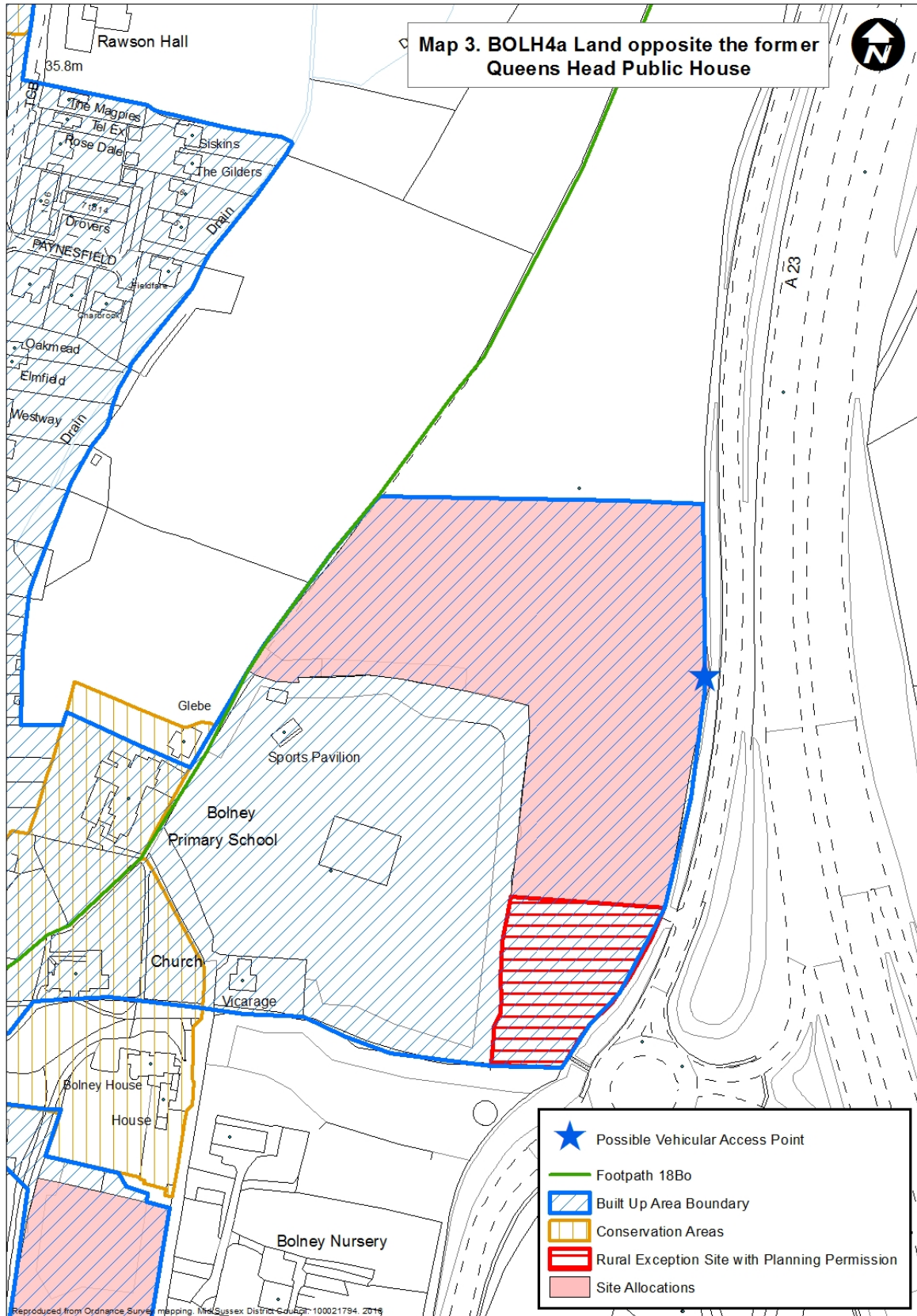
- Availability – if the site is available for development;
- Suitability – if, when assessed against policy restrictions (such as designations, protected areas, existing planning policy), physical problems (such as access,

infrastructure, ground conditions, flood risk, hazardous risks, pollution or contamination), potential impacts (including effect upon landscape features and conservation) and environmental conditions (which would be experienced by prospective residents), it is a suitable location for development;

- Achievability - if there is a reasonable prospect that housing will be developed on the site, this being a judgement about its economic viability

These criteria are provided by Government guidance on undertaking assessments of housing sites.

BOLH4a Land opposite the former Queens Head Public House



Policy Background

4.48 This site totals 2 hectares. A larger area including land to the north of the site was submitted to the Call for Sites but development of the whole area would compromise achieving the objectives of the Neighbourhood Plan, in particular protecting the identity of Bolney as a small, rural village. To the north and west are agricultural fields, to the east is the London Road and to the south is Bolney C.E.P. School. Also to the south is land which has been granted planning permission for an affordable housing scheme totalling 10 units. The site slopes from west to east, down to the London Road.

4.49 Access can be provided along the eastern boundary directly onto the London Road. This stretch of road provides good visibility. There are also good pedestrian links into the village. To the south of the site there is an existing footpath 19Bo, which will link the consented affordable housing scheme with the school, the church and The Street. This is proposed to be improved for year-round use as part of the affordable housing scheme. Also there is the opportunity for additional pedestrian access into the village via the land running adjacent to Paynesfield. The main pedestrian access to the land opposite the old Queens Head Public House will be from a new footpath connecting the site to existing footpath 18Bo which links Ryecroft Road to the school, the church and the village. In order to ensure that year-round access along footpath 18Bo is possible, this should be made into an all-weather surface appropriate to its rural setting. This will collectively create a network of pedestrian access routes that will provide very quick access into the centre of the village.

4.50 Development of the site provides the opportunity to address parking problems at Bolney C.E.P. School. At present, cars dropping off and picking children up use The Street and the single-track Church Lane running from the A272 up to where there is a limited amount of parking at the Glebe Field, adjacent to the school. This site could provide additional parking for the school which would be accessed off the new road that would serve the development. This would alleviate congestion problems which occur every morning and afternoon at the school and in The Street. It will be important that, in advance of any planning application, governors at Bolney C.E.P. School are consulted in order to ensure that an appropriate amount of parking is provided. The provision of additional parking space should be carefully sited to ensure that views are not obscured from the footpaths, particularly 18Bo.

4.51 The design of the site should integrate public open space into the development, particularly taking into consideration the relationship with the surrounding uses, including the school and the footpaths.

4.52 The site is considered to be well confined within the defensible boundary of the London Road to the east. Whilst the land does slope away to the east, it is reasonably well screened so the impact on the landscape overall is considered to be comparatively low. It will be important that there is appropriate landscaping,

screening and landscape boundary treatment on all boundaries of the built development in order to minimise visual and landscape impact, particularly on users of footpath 18Bo which connects Ryecroft Road and Bolney C.E.P. School on the most elevated part of the site.

4.53 The site is considered suitable to accommodate approximately 30 dwellings. This reflects a density of development appropriate for Bolney and its existing built development.

Policy BOLH4a – Housing Allocations – Land opposite the former Queens Head Public House

Planning permission will be granted for residential development on 2 hectares of land opposite the former Queens Head Public House, as shown on Map 3, subject to the following criteria:

the provision of approximately 30 new dwellings, with a proportion of affordable housing provided in line with the requirements of the MSDC District Plan; and

the provision of a range of house types and in accordance with Policy BOLH1 of this Plan; and

a layout and design that addresses the requirements of Policy BOLD1; and

the provision of a minimum of 10 public parking spaces to serve Bolney C.E.P. School subject to viability considerations; and

Take every available opportunity to provide a link to the existing footpath to the west of the site providing access onto The Street and to provide pedestrian links to the school; and

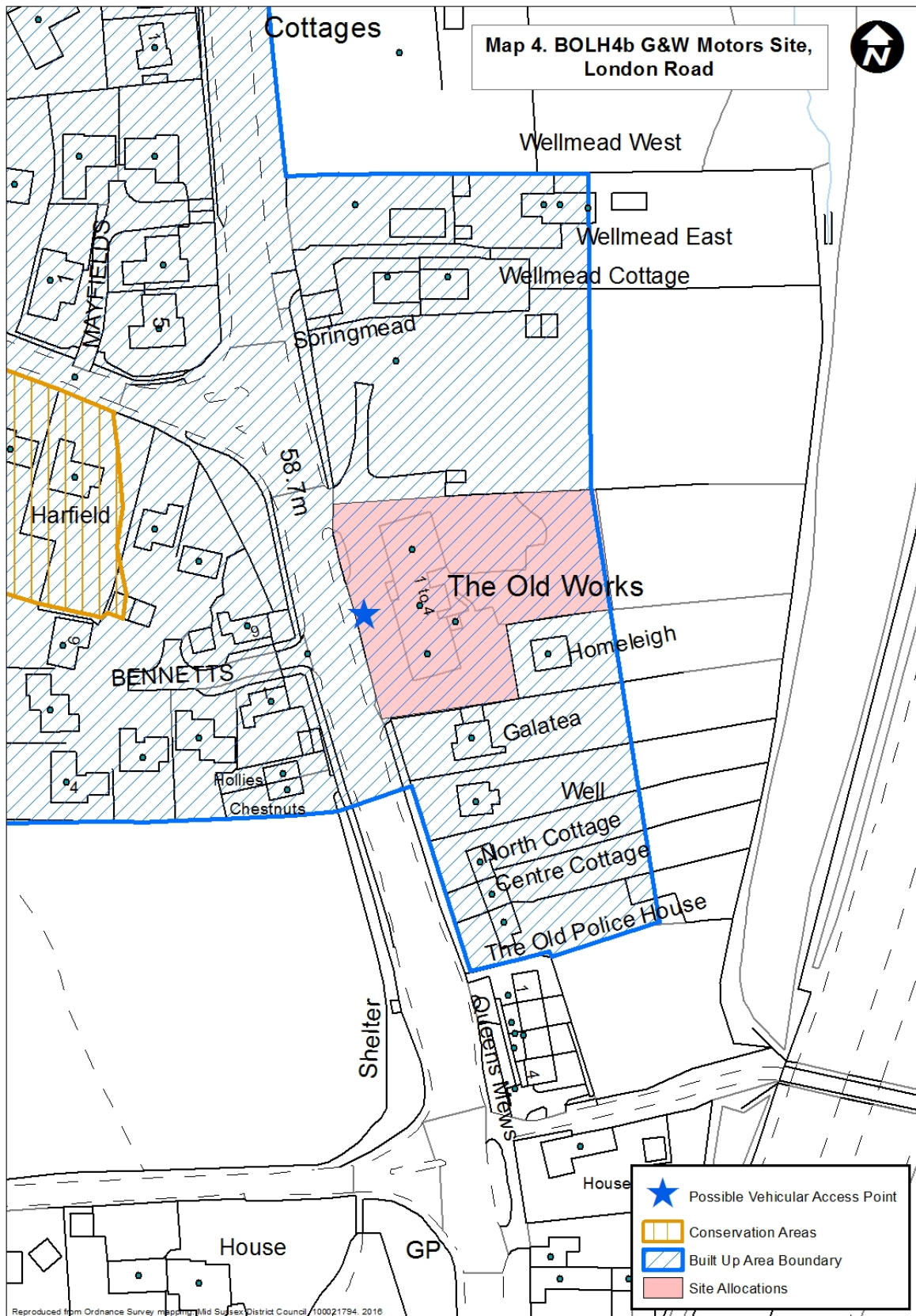
Incorporate green space within the site to integrate the development and take account of its context and the land levels within the site; and

the provision of a comprehensive landscaping scheme; and

appropriate vehicular access off London Road; and

seeking to provide a connection to the nearest point of adequate capacity in the sewerage network, or alternative, to the satisfaction of the wastewater provider.

BOLH4b G&W Motors Site, London Road



Policy Background

4.54 This site totals 0.3 hectares. It is situated on the London Road, opposite Bennetts, a relatively new housing development. To the east is a dense tree belt screening the site from the A23 and its associated road noise. There is also mature tree screening to the north and to the south are residential properties.

4.55 The site was allocated in the 2004 MSDC Local Plan (Policy BO1) for residential development totalling approximately 6 units. Since this time the site has continued to accommodate commercial businesses. However, the landowner has stated that the site is expected to become available over the plan period.

4.56 The allocation of the site does result in the loss of employment units in Bolney. The Neighbourhood Plan offsets this loss of units by allowing further commercial activity within the existing limits of the site at Bolney Grange Business Park. Whilst this business park is located away from the settlement area of Bolney, it is a thriving commercial centre with the potential to support a range of businesses.

Policy BOLH4b – Housing Allocations – G&W Motors site, London Road

Planning permission will be granted for residential development on 0.3 hectares of land at the G&W Motors site, London Road, as shown on map 4, subject to the following criteria:

the provision of approximately 8-10 new dwellings; and

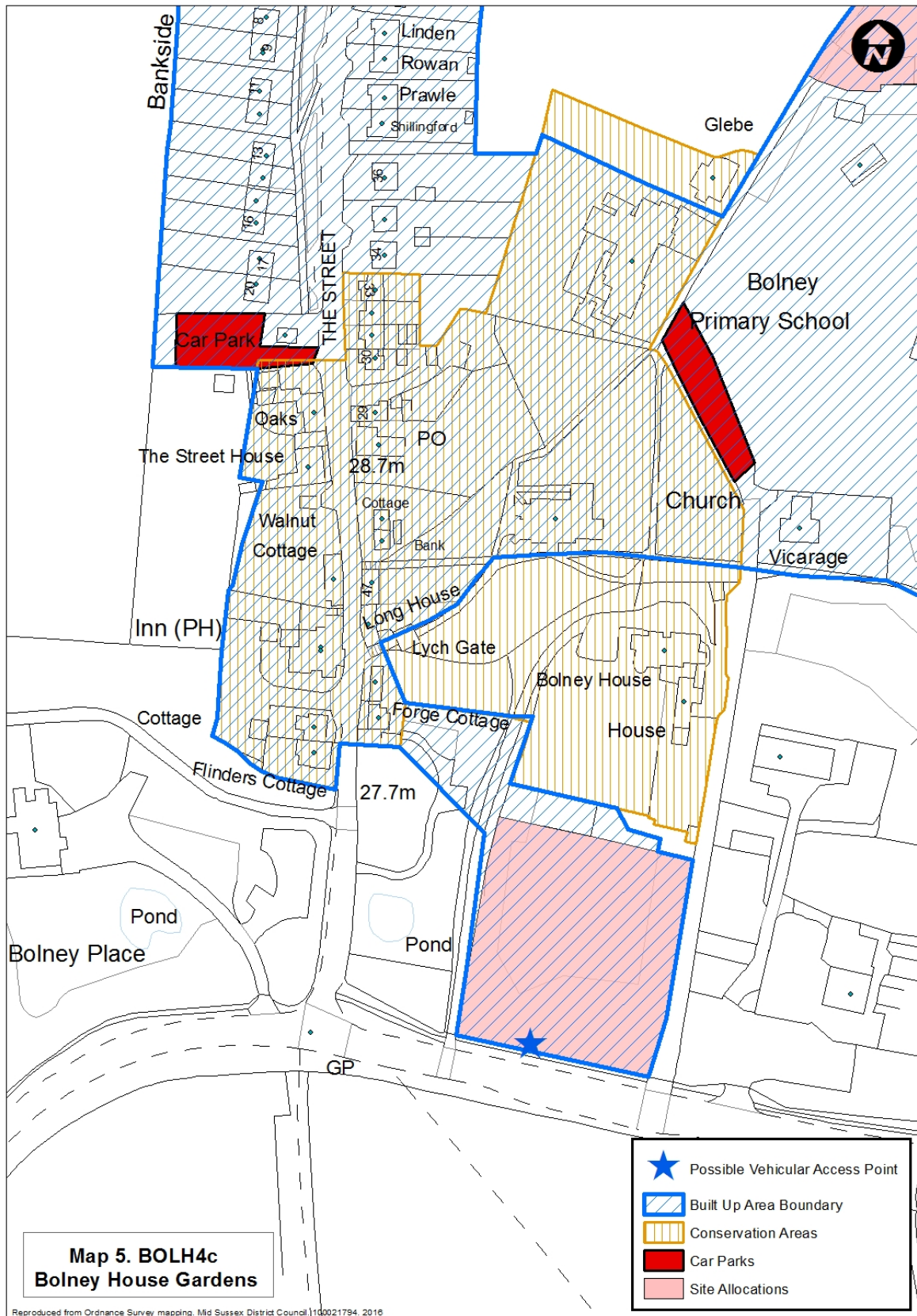
the provision of a range of house types and in accordance with Policy BOLH1 of this Plan; and

a layout and design that addresses the requirements of Policy BOLD1; and

the provision of a comprehensive landscaping scheme; and

appropriate vehicular access off London Road.

BOLH4c Bolney House Gardens



Policy Background

4.57 This site totals 0.4 hectares. It is situated immediately to the north of the A272 and adjacent to the southern end of the built up part of the village. It is also adjacent to the conservation area. The site is well screened by trees on all sides, including from Bolney House, which lies to the north.

4.58 Vehicular access could be gained to the site from the A272 which, given the limited number of houses, would not cause any detrimental impact on the A272. The site's proximity to the village enables easy pedestrian access to village facilities

Policy BOLH4c - Housing Allocations - Bolney House Gardens

Planning permission will be granted for residential development on 0.4 hectares of land at Bolney House Gardens, as shown on map 5, subject to the following criteria:

the provision of approximately 3-5 dwellings; and

the provision of a range of house types and in accordance with Policy BOLH1 of this Plan; and

a layout and design that addresses the requirements of Policy BOLD1 and ensures that the character or appearance of the Conservation Area is preserved or enhanced; and

the provision of a comprehensive landscaping scheme, paying particular attention to the northern boundary and Bolney House; and

appropriate vehicular access off the A272.

Parish Assets

Context

4.59 The National Planning Policy Framework (NPPF) encourages planning policies to promote opportunities for members of the community who might not otherwise come into contact with each other to meet and plan positively for the provision and use of community facilities (such as halls, sports venues, cultural buildings and places of worship) and other local services to enhance the sustainability of communities and residential environments. Policies should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.

4.60 The policies in the Bolney Neighbourhood Plan seek to achieve these objectives, which were identified during the extensive consultation carried out with Bolney's residents.

4.61 To maintain the social fabric of the Parish, the range of existing well-used facilities needs to be maintained and enhanced. The need is accentuated as the population of Bolney increases.

4.62 Proposals for development will be required to identify their likely impact on local infrastructure, services and facilities and to demonstrate how any such impacts will be addressed. Account should also be taken of the cumulative impacts arising from new development combined with other schemes that have planning permission. Where new development proposals bring new utility services (particularly mains gas) to parts of the village that currently are not served by them, this would be seen as a positive benefit.

Infrastructure Contributions

4.63 Any development will be expected to ensure provision of the necessary social, physical and green infrastructure needed to address the needs arising from growth and to contribute towards the additional community infrastructure identified in the Neighbourhood Plan. This should be done in a timely manner, through planning conditions or obligations.

BOLA1 Local Green Spaces in the village

Policy Background

4.64 There is generally good provision of open space serving the village in terms of the quantity, quality and accessibility of local amenity areas, formal play areas and sports pitches, or informal recreation through the extensive footpath network and access to woodland and countryside. The NPPF states that existing open space, sports and recreational buildings and land, including playing fields, should generally not be built on.

4.65 The Neighbourhood Plan seeks to protect existing open space in the village through Policy BOLA1 along with the surrounding countryside for the benefit of the local community and visitors alike.

4.66 New homes will add to the demand for improved or additional recreational facilities, and future development in the Parish will be expected to contribute to implementing this proposal.

4.67 Under the NPPF, Neighbourhood Plans have the opportunity to designate Local Green Spaces which are of particular importance to them. This will afford protection from development other than in very special circumstances. Paragraph 77 of the NPPF says that Local Green Spaces should only be designated:

“where the green space is in reasonably close proximity to the community it serves;

where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and

where the green area concerned is local in character and is not an extensive tract of land.”

4.68 There are only two public Green Open Spaces – the Glebe Field and Batchelor’s Field – and both fulfil these requirements. They are important to the community for a number of sometimes overlapping reasons which are outlined below:

Glebe Field



4.69 The Glebe Field is situated on the north side of the parish church of St Mary Magdalene and forms an important part of the setting of this Grade 1 Listed historical building, as well as affording long distance views of the South Downs National Park from its highest point.

4.70 Part of the Glebe Field is used by Bolney C.E.P. School as its only sports field, and it also houses Bolney Cricket Club, with its attractive wooden pavilion built by one of its members. The Bolney (Ladies) Stoolball Club also plays two games a week on Glebe Field in the summer months.

4.71 The mature oak trees on the eastern boundary form an especially attractive backdrop to the activities on the field as well as helping to mask traffic noise on the A23 trunk road between London and Brighton.

4.72 The field is also used extensively by the public for walking, with and without dogs, as there is a footpath which connects the church and school with Ryecroft Road and The Street.

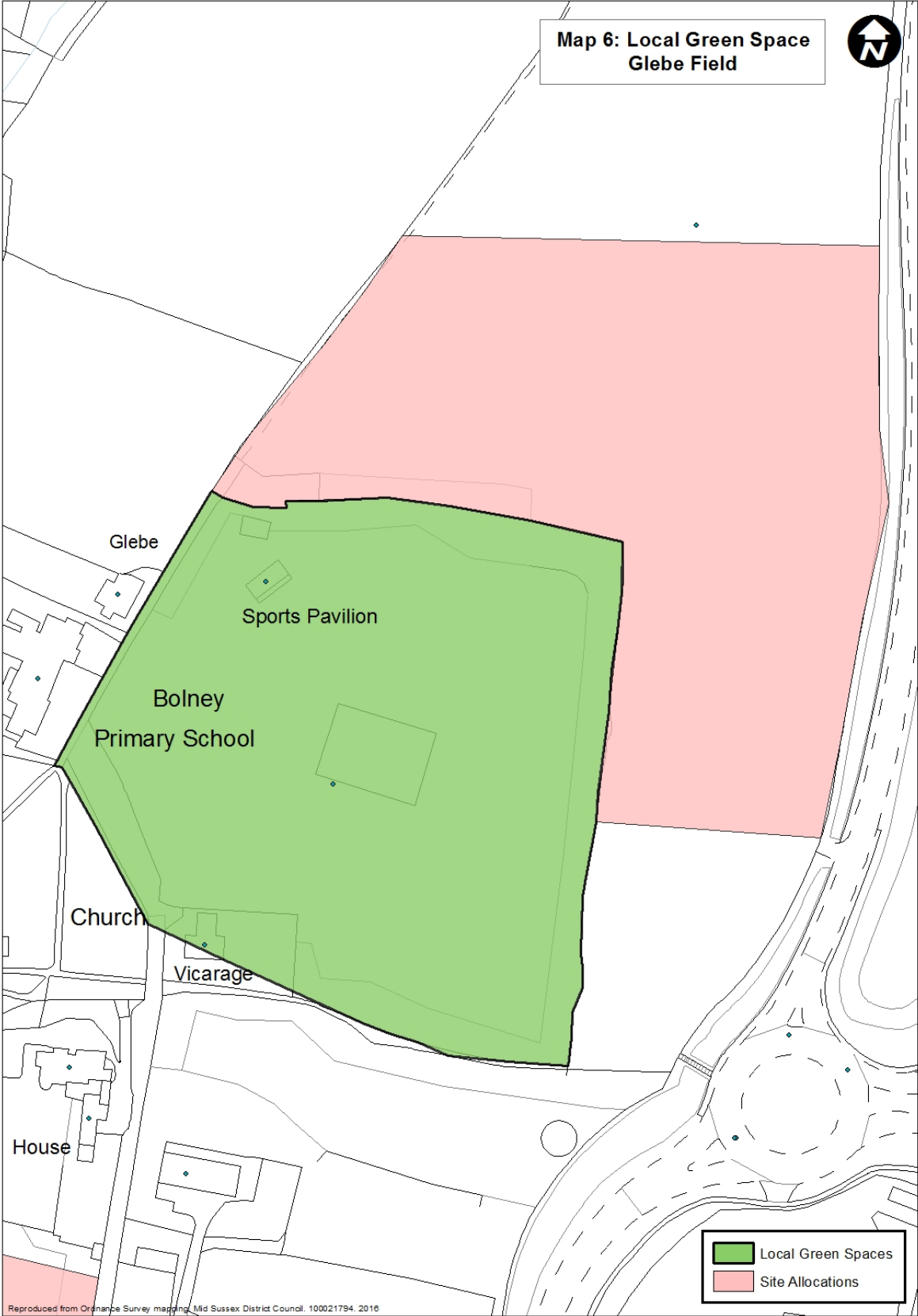
Batchelor's Field

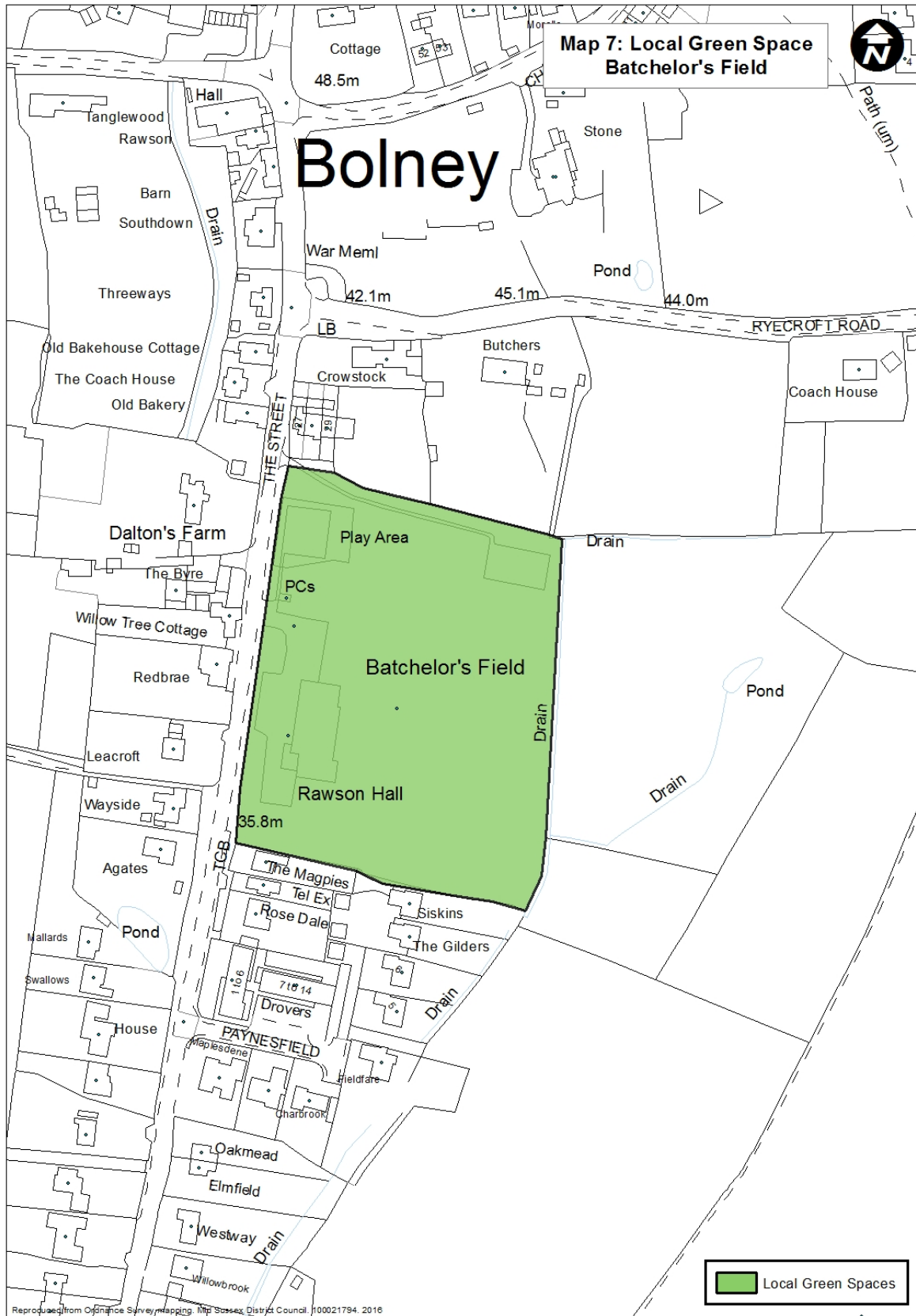
4.73 Batchelor's Field is situated on the east side of The Street, just below the northern Conservation Area and Ryecroft Road. It was purchased in the 1950s and is now run by MSDC on behalf of the Parish Council. It is the location of the new village hall, the children's play area, the multi-sport area, and the football pitch in the winter.

4.74 Batchelor's Field hosts the home games of Mid Sussex Football League team, Bolney Rovers.

4.75 On the eastern boundary of Batchelor's Field is an area of woodland, currently in private ownership, but identified by MSDC for future expansion of Batchelor's Field. The woodland has many mature examples of native trees, especially oak trees and forms a most attractive setting for the area, which this policy will protect from development. There is also a boggy area which serves to store water to prevent flooding of properties downstream (gardens of houses to the east of The Street).

Policy BOLA1: Protect and Enhance Open Spaces in the village





BOLA1 Local Green Spaces in the village

The following areas as shown on Map 6 and Map 7 are designated as Local Green Spaces:

Glebe Field

Batchelor's Field.

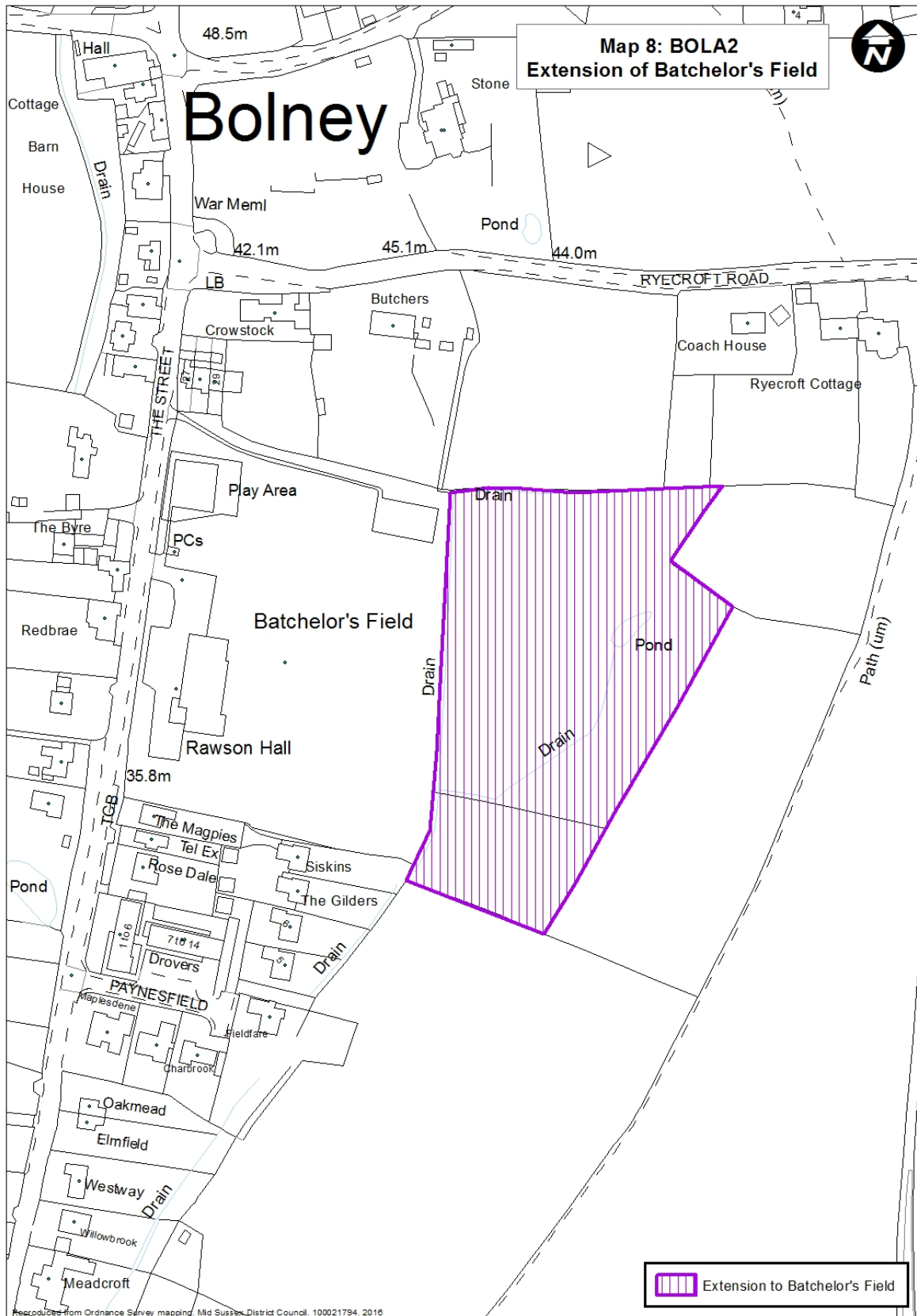
Proposals for built development on these Local Green Spaces will only be permitted if:

the proposal is essential to meet specific necessary utility infrastructure needs and no alternative feasible site is available; or

the proposal is of a limited nature and it can be clearly demonstrated that it is required to enhance the role and function of an identified Local Green Space; or

the proposal would result in the development of local community recreational infrastructure.

BOLA2 Extension of Batchelor's Field



Policy Background

4.76 Since Batchelor's Field was purchased by Bolney Parish Council for Bolney about 60 years ago, it has been Bolney's primary recreational outdoor space. In that time the village has grown considerably in population, but the available space has remained the same. Since the new Rawson Hall building was built, a substantial part of this space has been permanently lost for outdoor recreation. In addition the population continues to rise and this document proposes further increases.

4.77 Consequently the Neighbourhood Plan considers that it is important to increase the amount of outdoor recreational space available in Bolney; it proposes retaining the allocation of the land to the east of Batchelor's Field, which was allocated for such a use in the MSDC 2004 Local Plan, for recreational space as an extension to the Field.



The Northern and Eastern boundaries of Batchelor's Field

Policy BOLA2: Extension of Batchelor's Field

Land is allocated for an extension to Batchelor's Field, as shown on map 8, for recreation uses. These recreational uses must be appropriate for the green open setting and must not have a detrimental impact on the amenity of Batchelor's Field and the surrounding countryside.

New and improved utility infrastructure will be supported in order to meet the identified needs of the community, subject to other policies in the development plan.

BOLA3 School Provision

Policy Background

4.78 Bolney is served by the Bolney C.E.P. School. Senior schools are located outside the parish. The primary school is located within the built up boundary of the village and is directly adjacent to St Mary Magdalene Church and The Glebe Field.

4.79 Bolney C.E.P. School is highly valued by, and is a significant component of, the parish community. Key to the school's success is its culture and its relatively small size, which enable the staff and pupils to know and respect one another. The building has a Victorian Grade 2 listed core with some extensions and limited playground space. The school uses the adjacent Glebe Field for some activities.

4.80 The school's pupil admission number is 112. At September 2015 there were 100 pupils on roll. Of these pupils, 25 were out of Catchment Area and 75 were in Catchment Area. As the out of Catchment Area pupils leave the school, Bolney children may be able to take up some more of the places. The County Education Strategy plans increased capacity at primary schools in the nearby larger villages and towns e.g. Cuckfield and Haywards Heath. See Appendix A Evidence Base West Sussex County Council Planning School Places 2015.

4.81 When the planned housing increase in Bolney is completed (71-75 including windfalls), it is estimated that approximately between fourteen and nineteen further Primary School pupils would result (based on the child yield from an average development commonly being between 20 and 25 primary school age pupils per 100 dwellings). 4.85 The school is exploring the vision of becoming an academy with a group of other smaller local primary schools. Decisions relating to the school are made by the school in conjunction with West Sussex County Council and others involved in its governance.

4.82 Farney Close School is set in 33 acres located in the Parish of Bolney outside the built-up area. It is an independent residential special school for boys and girls aged 11 to 18 who are experiencing social and emotional behavioural difficulties. Farney Close School has regularly achieved outstanding Ofsted Inspection Reports. It is run by a charity, which makes decisions relating to the school in conjunction with other bodies involved in its governance.

Policy BOLA3: New School Buildings

New school buildings at Bolney C.E.P. School and at Farney Close School will be permitted within their present site boundaries.

. The loss of playing fields will be resisted unless it is clearly demonstrated that the land is surplus to requirements or that the playing fields are replaced by equivalent or better provision in a suitable location accessible to pupils on foot.

Proposals for new development must not have an unacceptable impact on the amenity of neighbouring properties.

BOLA4 Infrastructure Provision

Policy Background

Infrastructure Contributions

4.83 The development of sustainable communities requires the provision of a wide range of local facilities and services.

4.84 The Neighbourhood Plan has identified the following infrastructure requirements:

- Traffic management measures including:
 - Crossing improvements on A272 (traffic lights and pedestrian crossing) east of the petrol station – led WSCC.
 - A272 speed limit reduction from 40mph to 30mph - led WSCC links to pedestrian crossing
 - Improvement of the A23 northbound off slip road/A272, two lanes – led Highways England.
 - Traffic calming on The Street between Ryecroft Road and the Eight Bells Pub – led WSCC.
 - Traffic calming on London Road between its south end and Top Street – led WSCC
 - Carriageway resurfacing at junction of Jeremy's Lane/Colwood Lane – led WSCC.
 - Additional Car Parking facilities for the Primary School/ Church/Glebe Field.
 - More Street lighting in Top Street and Ryecroft Road.
 - Parish Council to secure ownership of the car park in The Street to guarantee use in perpetuity.
- Social Infrastructure
 - Improvements to the children's play area at Batchelor's Field – MSDC
 - Other community facilities for the benefit of Bolney residents
- Green Infrastructure
 - Extension of Batchelor's Field to include woodland area on the East.
 - New footpath joining footpath '18Bo' (from Ryecroft Road to Primary School) to the extension of Batchelor's Field (woodland as above).

- Additional green infrastructure within new development or adjoining areas.

Policy BOLA4: Securing Infrastructure

Any development permitted will be expected to ensure provision of the necessary social, physical and green infrastructure needed to support the proposed development.

Development which is otherwise acceptable that provides contributions to the Bolney Neighbourhood Plan infrastructure projects listed in paragraph 4.87 will be strongly supported.

BOLA5 High speed broadband

Policy Background

4.85 The survey of Bolney residents conducted in 2014 showed that slow telecommunications were a major concern. BT has indicated that superfast fibre optic Broadband will be available from roadside cabinets in Bolney from early 2015. It is not known whether all roadside cabinets will be upgraded at the same time, and whether and when the final connection to domestic and business premises will also be upgraded

4.86 The Neighbourhood Plan therefore includes a policy to ensure that high speed Broadband is made available (where Next Generation Access Network providers have provided the capability) to all new properties.

Policy BOLA5: High speed Broadband

All new development must be designed to enable connection to high quality communications infrastructure including super-fast broadband. Where this would not be possible, practical or economically viable Community Infrastructure Levy may be used for this purpose or a planning contribution may be sought.

Business

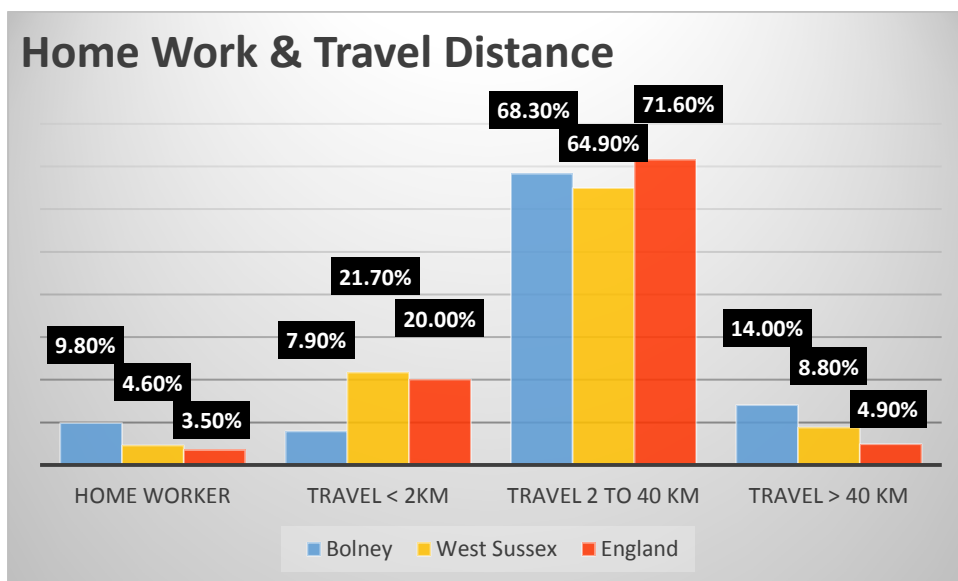
Context

4.87 In order to create new jobs within the district, a significant business development is proposed in Burgess Hill which will result in many employment opportunities within 4 miles of Bolney village centre. Therefore, whilst actively supporting our existing employment opportunities, any significant growth is deemed to be included in the District Plan and outside the Parish of Bolney.

4.88 Mid Sussex is a positive, economically vibrant area. The most recently available census in 2011 showed that only 1.1% of Bolney’s working age adults were looking for work against an average of 3.8% in England.

4.89 There are typically fewer jobs in rural areas than urban, and those local jobs are often lower-paid than their urban counterparts. Many rural communities act as “commuter villages”, providing a higher quality of life for residents who commute to urban areas for work, although there can also be large numbers of people working from home.

4.90 Bolney is no exception with a high percentage of people working from home:



4.91 Most local employment is to be found in the business areas (mainly consisting of Bolney Grange Business Park and a small number of clusters of up to half-a-dozen businesses), the two schools, the two public houses, the Bolney Wine Estate, the two petrol stations, tourist accommodation as well as those working from home and to a lesser extent agricultural employment.

4.92 The National Planning Policy Framework states that Neighbourhood Plans should promote the retention and development of local services and community facilities in villages, such as local shops, meeting places and public houses.

4.93 Exceptionally, in the case of a commercial enterprise, a change of use may be permitted where it can be clearly demonstrated that an existing 'Use Class' within the village centre is no longer viable. In demonstrating that the existing use is not viable, applicants must produce evidence that genuine and sustained efforts to promote, improve and market the facility at a reasonable value have failed.

BOLB1 Protection of Existing Commercial Premises

Policy Background

4.94 Bolney has a small business and service base and it is important that this is protected. Away from the village there are limited employment opportunities in the surrounding rural area and the large proportion of employment opportunities are in Haywards Heath, Burgess Hill or beyond. Whilst there are a few opportunities to commute by non-car modes, inevitably the majority of people working away from Bolney will travel by car. The protection of local employment opportunities will not only provide greater prospects for local people to access jobs but will ensure that these are sustainable in terms of the patterns of commuting that they generate. Also they will continue to maintain many of the services of importance to the local community.

4.95 The Plan considers the importance of protecting the stock of commercial property in the parish. Whilst the allocation of the G&W Motors site on London Road (Policy BOLH4b) would result in the loss of commercial property, this will be offset by the opportunity for additional commercial activity within the boundaries of Bolney Grange Business Park (Policy BOLB2). To do so, it is necessary to restrict the demolition or conversion of viable existing commercial premises (A- and B-class uses) or loss of land allocated for commercial activity to non-commercial purposes. Only if it is clearly demonstrated that there is little prospect of the existing building or land being used for employment-generating purposes should this be permitted.

4.96 Therefore, in order to demonstrate that commercial land or property can be redeveloped for non-commercial uses, the land or buildings must not have been in active use for at least twelve months and it must be clear that there is little or no prospect of the premises or land being reoccupied by an employment-generating user in the future. This must be demonstrated by a sustained marketing campaign lasting at least six months, undertaken through an appropriate commercial agent. This must show that all reasonable steps have been taken to market the property and that there has been no interest expressed by a credible party.

4.97 It should be noted that the policy does not cover all A- and B-class uses as many changes of these uses are now permitted development and do not require planning permission to be granted.

Policy BOLB1 – Protection of Existing Commercial Premises

The change of use to other employment, commercial or business uses, or the extension of, buildings in employment, commercial or business uses located in the built up area of Bolney will be supported.

Planning applications that result in the loss of service (Use Classes A3-A5), commercial (Use Classes B1 (excluding B1a Office), B2 and B8) or hotel/bed and breakfast (Class C1) uses (excluding premises which are also private dwellings) will be refused unless the following criteria can be met:

the commercial premises or land in question has not been in active use for at least 12 months; and

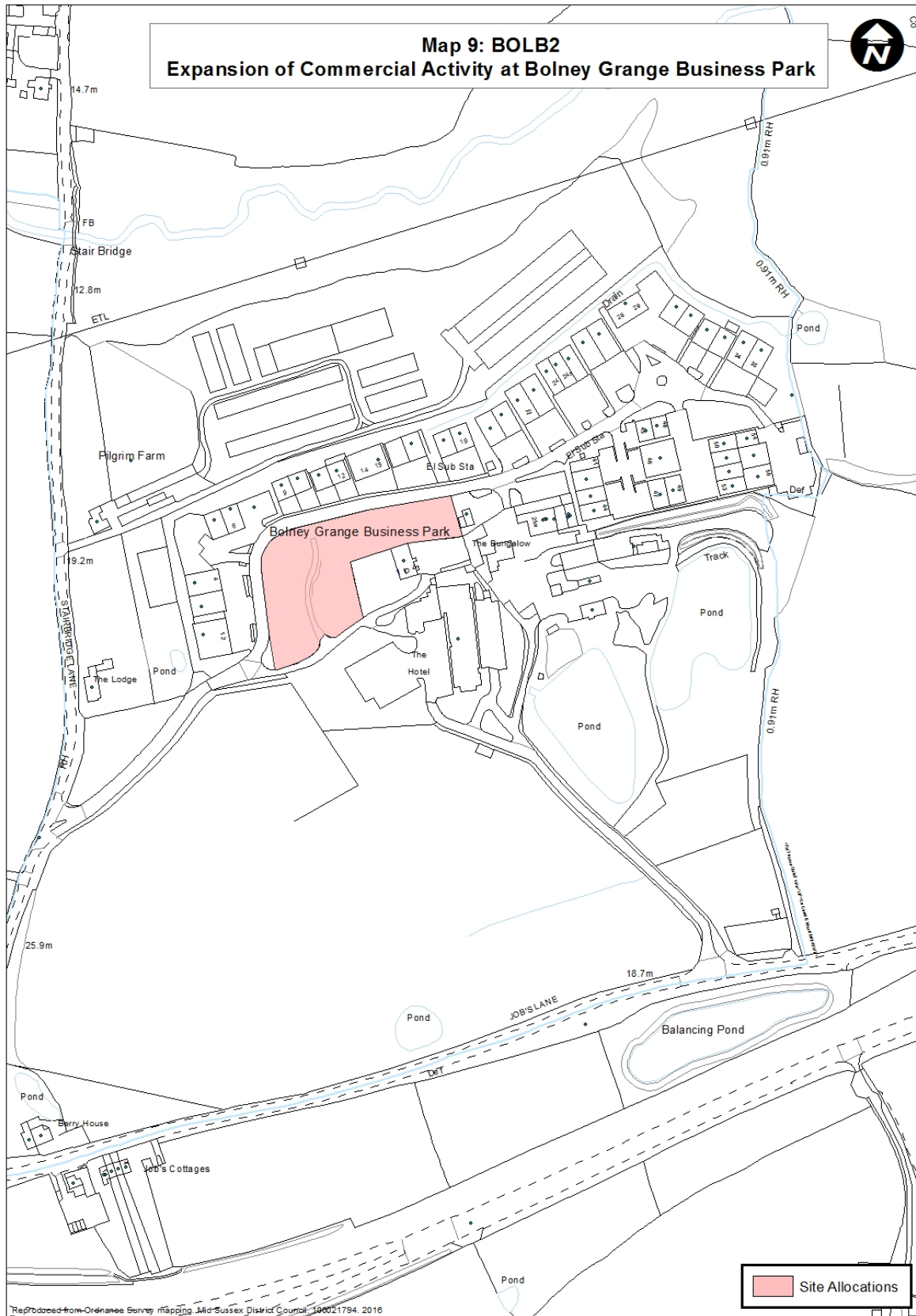
the commercial premises or land in question has no potential for either reoccupation or redevelopment for employment generating uses and as demonstrated through the results both of a full valuation report and a marketing campaign lasting for a continuous period of at least six months.

BOLB2 Development within Business Estates

Policy Background

4.98 The Bolney Parish Residents' survey indicated that many of the residents would be prepared to see a limited expansion of business in Bolney, but they did not want new business estates. Consequently the only option is to expand the existing business estates. There was no suggestion from the survey results that there was an active desire to promote expansion, but no more than a limited expansion would be acceptable.

4.99 There is no desire actively to promote business development in Bolney, but equally the Neighbourhood Plan has the objective of ensuring that Bolney retains its current thriving businesses, so would support protection of the existing commercial activities plus limited expansion in appropriate locations.



Bolney Grange Business Park (BGBP)

4.100 There was a SHLAA application for extensions to Bolney Grange Business Park (Industrial Estate) which has had a restriction in the 2004 plan on the number of business premises that can be built because it had the potential to “overload” the immediate junction of Stairbridge Lane and the A2300.

4.101 However since this time (2004) the MSDC Maintenance Depot opposite Stairbridge Lane (actually outside the Parish Boundary) has been significantly expanded and has not created any traffic problems. Additionally there is proposed residential and business development along the Burgess Hill “Northern Arc” which will necessitate some road improvements to the A2300 - as the junction of the A2300 and the A23 will have increased traffic flows.

4.102 The existing business park at Bolney Grange shall be permitted, where possible, to develop further commercial activity on land immediately adjacent to its present boundaries provided that pedestrian, cycle and motorised traffic is not endangered. Particular attention will be paid to the impact of additional vehicular traffic on the road junction with Stairbridge Lane. There is a need to provide solutions that address the need to reduce traffic speeds along Stairbridge Lane and ensure that traffic entering and exiting Bolney Grange Business Park does so safely. In addition the development should help to look at more comprehensive solutions with the Highway Authority.

Policy BOLB2 – Expansion of commercial activity at Bolney Grange Business Park

Planning permission will be granted for B-class commercial uses on 0.65 hectares of land at Bolney Grange Business Park, as shown on Map 9, subject to the following criteria:

it is shown that extra traffic generated (pedestrian and vehicular) could be safely accommodated; and

it is demonstrated that there is satisfactory drainage; and

current boundary treelines are retained.

4.103 The provision of a community shop will be supported provided that sufficient parking and safe access can be provided. This does not imply support for any other type of Class A1 retail use and any planning application to change the use of an existing building to a retail facility will be considered on its merits according to how well it will serve the local community and whether this can be secured through planning controls.

Travel and Parking Policies

Context

4.104 The NPPF is clear that transport proposals need to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

4.105 The transport situation in Bolney Parish is similar to many other villages in the South East:

- High car ownership and an increase in car traffic;
- Bus connections to and from larger centres limited at peak times, and not available at other times;
- Those bus connections that do exist are not at times to suit commuters' journeys to and from train stations, students' or shoppers' trips to town or college, (requiring either too short, or too long, a stay);
- Inadequate village centre parking;

Traffic and Safety

4.106 Traffic volume along the A23 and A272 causes the most safety issues. Any obstruction along these routes immediately has a huge safety impact as motorists seek alternative routes to try to save time by speeding through unfamiliar, hazardous back lanes.



A23 Northbound slip road junction with A272

4.107 Traffic joining or leaving the A272 as it passes through the Parish can experience particular difficulties. During peak hours there is frequently a large queue of traffic leaving the Northbound carriageway of the A23 to join the A272 at the T-junction adjacent to the nurseries, the A272 being very busy with few gaps for emerging traffic to join the road. Some motorists avoid the queue by diverting through the village along Ryecroft Road and The Street to join the A272 there, or along Jeremy's Lane and Colwood Lane to re-join the north-bound A23. Further along the A272 to the West, the Foxhole Lane / Chapel Road crossroads (Crosspost) is extremely dangerous with motorists that are unaware of this junction travelling at speed along the A272 and additional vehicle turning movements to the houses, petrol station and businesses behind it causing unpredictable manoeuvres.

4.108 Within the village there is a bottleneck at the southern, narrowest end of The Street, frequently with room for only one vehicle to pass, which is particularly disruptive during peak times or when two large vehicles meet causing one to reverse a considerable distance. Disruption also occurs during the following:

- Weekly brewery dray deliveries to the Eight Bells pub
- Recycling and land-fill collections
- Green waste collections
- Domestic deliveries
- Building works
- School drop-off and collection by buses and cars of children travelling from outside and inside the parish



Traffic junction of school access lane with A272

4.109 Many roads and lanes in the village are currently shared equally by vehicles (including cyclists and the occasional horse) and pedestrians where raised pavements are not present.

BOLT1 Transport Impact of Development

Policy Background

4.110 Development proposals brought forward through the Neighbourhood Plan are likely to have an adverse impact on the transport situation of the Parish through an increased pedestrian and traffic movements and parking requirements.

4.111 The intention of this plan is to ensure that development is delivered in a safe and sustainable way which maintains and enhances the character of Bolney and its community. To this end the bulk of new development will mainly be adjacent to the existing village. It is important to ensure that this is achieved while:

- not adversely impacting the already overcrowded central lanes of the village, namely The Street and Top Street and not materially increasing traffic along Ryecroft Road, Cherry Lane and Lodge Lane which join them;
- not increasing on-street parking in these lanes;
- ensuring a cohesive community by incorporating development in a way that allows bicycle and pedestrian integration while not increasing vehicle traffic in these central lanes;
- improving safety on all roads and lanes in the parish and the strategic routes and junctions of the A272 and A23;
- Improving the quality of footpaths as alternatives to walking along roads.

4.112 All new development will be expected to provide safe vehicular and pedestrian access into the site and promote pedestrian safety and access from the development to key facilities in the village e.g primary and nursery schools, public houses, church and chapel recreation / open spaces and bus stops etc

Policy BOLT1 – Transport Impact of Development

Planning permission will be granted for development proposals where they meet the following criteria, subject to compliance with the other policies:

- a) That any additional traffic generated by the proposal has an acceptable impact on the Parish's pedestrians, cyclists, road safety and will not lead to increased congestion; and
- b) Vehicular, cyclist and pedestrian access into, within and exiting any development is safe and has adequate visibility; and
- c) Any available opportunities are taken to provide safe pedestrian or cycle routes from the development to key facilities in Bolney village.

BOLT2 Parking in the Village

Policy Background

4.113 Car parking throughout the village centre is currently considered by the community to be inadequate.

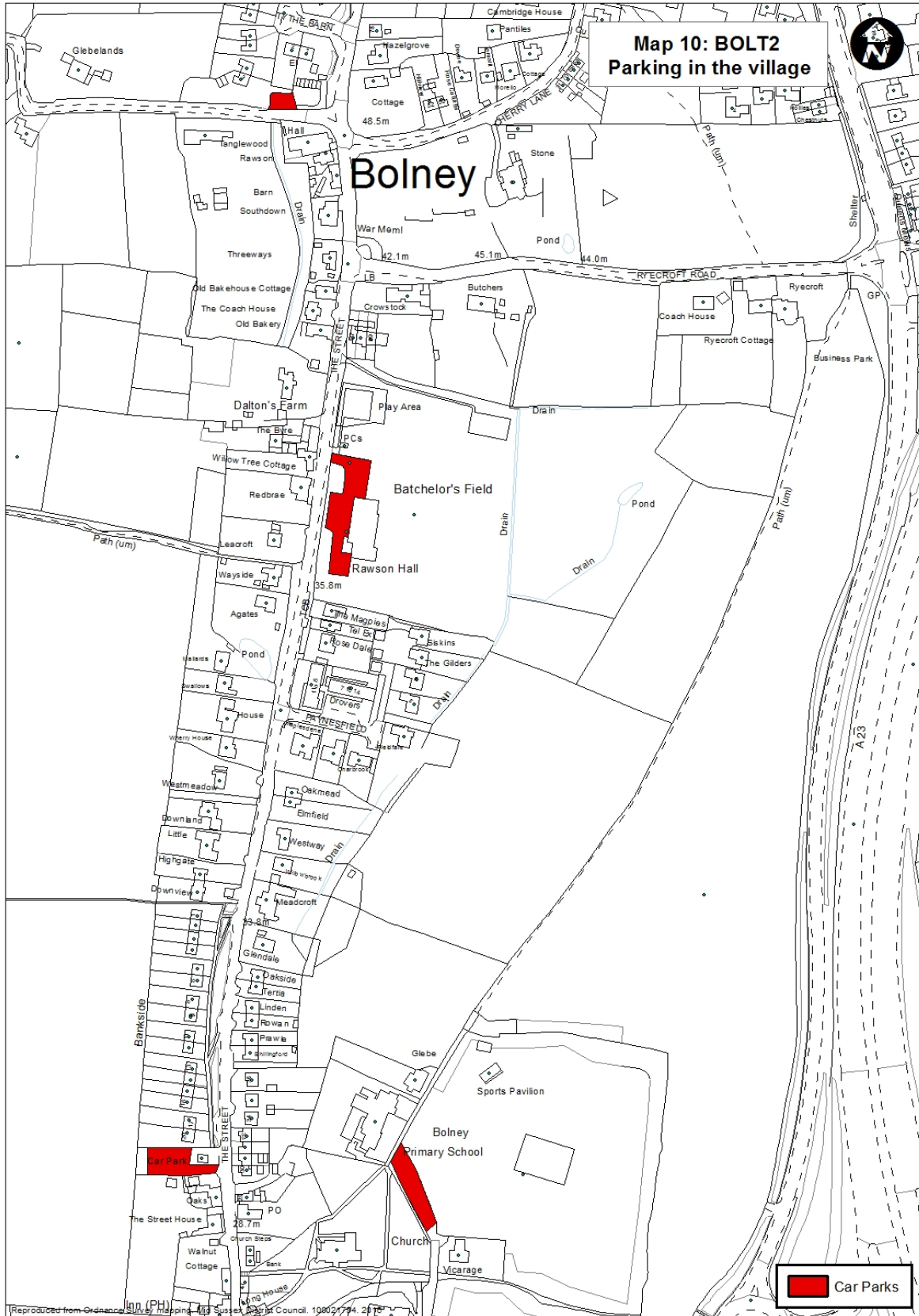
Off-road parking is provided in the following car parks in the village:

- a private car park south of Bankside,
- a new car park for the new Village Hall / Batchelor's Field intended for use by visitors (scheduled for completion April 2015),
- a space off Lodge Lane previously used as the Rawson Hall car park and owned by Affinity Sutton, which has the potential to be built on,
- a space on Glebe Field serving the church, the Bolney C.E.P. School and visiting cricket teams.

4.114 Particular problems are caused by inadequate off-road parking for the residents of Bankside. There are only 6 spaces, including one for disabled drivers, in laybys on The Street. Many residents of Bankside and their visitors park at the side of the road, which is completely taken up at peak times, rather than use the car park at the south of Bankside.

4.115 The tarmacked area of the Bankside car park is retained under private ownership to provide some parking for all residents of Bolney. The capacity is approximately 16 vehicles. It is frequently full, leading to parking along The Street at times such as school drop-off and pick-up. However, whilst it is in private ownership this use cannot be assumed to be permanent.

4.116 In spite of these car parks, many residents and visitors including tradesmen, have to park on The Street, often causing congestion and a danger to pedestrians, particularly where there is no raised footpath. At a minimum the Neighbourhood Plan wishes to preserve all existing car parks.





The narrowness of The Street creates problems when cars are parked

Policy BOLT2 – Parking in the Village

Development on existing car parks as shown on map 10 will be permitted as long as any off-street car parking spaces are replaced by equivalent or better provision in a suitable location.

The provision of additional public use car parks will generally be supported subject to highway safety and other policies of the development plan.

BOLT3 Off-street parking provision for new developments

Policy Background

4.117 Because of the parking problems described in the previous Policy Background (BOLT2), it is unacceptable for new housing developments to exacerbate the situation. Cars parked in the narrow streets which define Bolney are detrimental to local character and dangerous for pedestrians and other road users.

4.118 2011 Census data shows that the average household in Bolney parish owns 2.04 cars compared to the Mid Sussex district figure of 1.46 cars and the South East region figure at 1.35 cars. Moreover, this is increasing faster in Bolney – since 2001, this average figure has grown by 8.5% compared to 2.8% in Mid Sussex and 3.8% across the South East region.

4.119 Therefore, any new development should be entirely self-sufficient with off-street parking such that residents do not need to park on the streets and lanes of the Built-up Area nor use existing car parks. Because public transport is poor and reliance on cars is high in this area, care should be taken not to underestimate the number of parking spaces required per dwelling: there are now more households with two or more cars than households with no car. (*Department of Transport National Travel survey Statistical release 19 Sept 2013*). It is not unreasonable to expect occupants to have visitors who will also arrive by car and provision should be made to provide visitor parking within the development to avoid obstructing the road or footpaths. The off-road parking space figures contained in Policy BOLT3 are in line with West Sussex County Council’s 2003 parking space standards. Since these standards were adopted there have been increases in the average number of cars owned per household, particularly associated with the rising number of young people remaining at the parental home for many years. This has been exacerbated by the lack of alternatives available, caused by reductions to the previously limited bus services and the narrow street patterns which are dangerous for cycling. It is therefore considered particularly important that these minimum standards are enforced through policy in a village such as Bolney where poorly designed developments could have a significant detrimental impact on the character of the village by virtue of creating high levels of on-street parking.

Policy BOLT3 – Off-street parking provision for new residential developments

| | |
|--|-------------------------------|
| New residential development will be expected to provide the following off-street parking provision as a minimum: | |
| 1-bed house/flat | 1 off-road car parking space |
| 2-bed house/flat | 2 off-road car parking spaces |
| 3-bed house/flat | 2 off-road car parking spaces |
| 4-bed house/flat | 3 off-road car parking spaces |
| 5+ bed house/flat | 4 off-road car parking spaces |
| visitor parking must be accommodated within the development. | |

Section 5 – Community Aspirations

5.1 As part of the Neighbourhood Plan process, the community was asked to consider if any new retail services were required in the parish. Rural communities such as Bolney need community facilities to act as its lifeblood. However, over recent years such facilities – pubs, post offices, and local shops – have been closing in rural communities across the country. This puts the sustainability of small settlements at risk.

5.2 The community of Bolney has recognised the value of having a shop serving the community. Currently it does not have any such facility, except for the petrol stations at Jeremy's Corner and near Crosspost on the A272, which sell a small range of foodstuffs. The nearest shop selling a reasonable range of everyday convenience goods is in Cowfold. For older people and those without access to a car, these retail facilities are difficult to reach on a regular basis.

5.3 It is recognised that whilst the Neighbourhood Plan could, in theory, facilitate the delivery of a commercial retail unit, it cannot guarantee that it will be occupied, nor can it guarantee that it will be occupied by a retailer selling the type of goods that the community wishes to buy at prices it is prepared to pay.

5.4 It is therefore considered that the most appropriate way of addressing local retail needs in Bolney is to facilitate the provision of a community shop. This is in line with paragraph 28 of the NPPF which promotes the retention and/or development of local services and facilities such as local shops. A community shop would seek to provide a service to residents and passing trade where a retailer needing to make a profit would not be able to do so. The prime considerations would therefore need to be a lower than commercial rent and a team of unpaid volunteers to run it. It is noted that the Bolney Community Café has been running with a team of volunteers for several years, surviving the demolition of its original premises (the pavilion) and transferring successfully to the new hall.

5.5 The Neighbourhood Plan therefore seeks to facilitate the provision of an appropriate unit from which such a community shop can operate. Whether this will be an existing or new unit has not yet been identified. Certainly it would be preferable to occupy an existing unit as this would not require funding to be found to cover the cost of a new building.

5.6 It will be important that any unit can provide appropriate levels of parking as well as safe access to and from the site.

Aim – Provision of a community shop

The provision of a community shop will be supported provided that sufficient parking and safe access can be provided. This does not imply support for any other type of Class A1 retail use and any planning application to change the use of an existing building to a retail facility will be considered on its merits according to how well it will serve the local community and whether this can be secured through planning controls”.

Section :6 Monitoring and Review

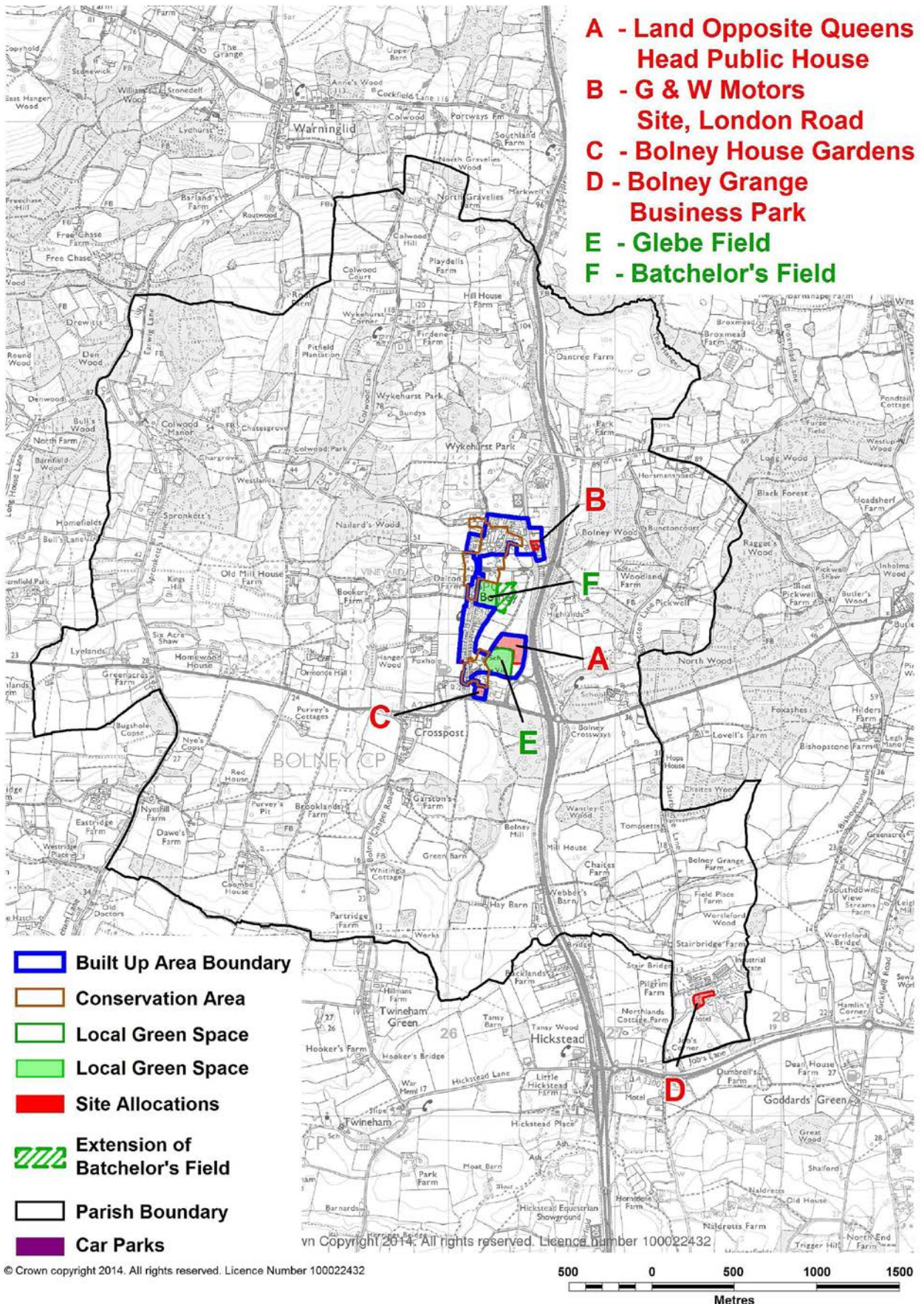
6.1 Effective monitoring is an essential component in achieving sustainable development and sustainable communities. Monitoring provides crucial information to establish what is happening now and whether policies are working.

6.2 The Neighbourhood Plan sets out the long-term spatial vision for Bolney Parish with agreed objectives and policies to deliver the vision in the period up to 2031. Where relevant, targets are set in the Plan against which the delivery of the policy will be measured. Monitoring will evaluate the progress being made towards delivering the spatial vision and assess the extent to which the policies are being implemented. The targets and monitoring indicators for each policy are shown in Appendix B.

6.3 The Bolney Neighbourhood Plan will be monitored by the local planning authority and Bolney Parish Council on an annual basis as part of the Mid Sussex Annual Monitoring Report. Where monitoring shows that progress towards targets is unsatisfactory the Parish Council will review the situation and, where necessary, take remedial action. This may include pro-active measures to bring forward sites for development through a review of the plan or action to secure the timely provision of infrastructure.

It is intended that the Bolney Neighbourhood Plan will be formally reviewed on a five-year cycle or sooner if circumstances render an earlier review desirable.

Proposals Map



Appendix A – Evidence Base

BOLNEY REPORTS

Available at www.bolney.com

- [Housing Needs Survey Report \(Action in Rural Sussex\) 2010](#)
- [Bolney Action Plan \(Action in Rural Sussex\)](#)
- [Community Profile for Bolney Parish \(Action in Rural Sussex\) 2013](#)
- [BNDP Residents Survey 2014](#)
- [BNDP Business Survey 2014](#)
- [State of the Parish Report 2014](#)
- [Housing Needs Assessment 2014](#)
- [Sustainability Appraisal Matrix 2014](#)
- [Residents Views on Proposed Housing Growth and Sites December 2014](#)
- [Bolney Neighbourhood Plan Sustainability Appraisal Scoping Report Incorporating Strategic Environmental Assessment March 2015](#)
- [Bolney Neighbourhood Draft Plan Sustainability Appraisal Report Incorporating Strategic Environmental Assessment March 2015](#)
- Bolney Neighbourhood Plan Sustainability Appraisal Report Incorporating Strategic Environmental Assessment September 2015
- Bolney Neighbourhood Plan Sustainability Appraisal Report Incorporating Strategic Environmental Assessment Non-Technical Summary October 2015

DISTRICT REPORTS

- A Landscape Character Assessment for Mid Sussex (November 2005)
www.midsussex.gov.uk/7838.htm
 - A Strategy for the West Sussex Landscape (October 2005)
www.westsussex.gov.uk/media/1771/landscape_strategy.pdf
- Biodiversity 2020: A Strategy for England's Wildlife and Ecosystems Services (2011)
www.gov.uk/government/publications/biodiversity-2020-a-strategy-for-england-s-wildlife-andecosystem-services
- Biodiversity Action Plan
www.biodiversitysussex.org.uk

- Capacity of Mid Sussex District to Accommodate Development (June 2014)
<http://www.midsussex.gov.uk/9441.htm>
- Habitats and Species Records www.sxbrc.org.uk
- Habitats Regulations Assessment for the Mid Sussex District Plan (May 2013/March 2015) www.midsussex.gov.uk/8270.htm
- Housing and Economic Development Needs Assessment (February 2015)
www.midsussex.gov.uk/planning/8301.htm
- Housing and Economic Development Needs Assessment - Update (June 2015)
www.midsussex.gov.uk/planning/8301.htm
- Housing Supply Document (2013/2015) www.midsussex.gov.uk/8307.htm
- Leisure & Cultural Strategy for Mid Sussex 2009-2020 (October 2009)
www.midsussex.gov.uk/7725.htm
- Local Housing Assessment (2011) www.midsussex.gov.uk/8315.htm
- A Revision of the Mid Sussex Ancient Woodland Inventory for Mid Sussex District Council Survey (February 2007) www.midsussex.gov.uk/8304.htm
- Mid Sussex Conservation Area Appraisals www.midsussex.gov.uk/8323.htm
- Mid Sussex District Plan Sustainability Appraisal (October/March 2014/2015)
www.midsussex.gov.uk/8264.htm
- Mid Sussex District Council District Plan (June 2015)
www.midsussex.gov.uk/8264.htm
- Mid Sussex Economic Development Strategy (2010 – Refreshed 2013)
www.midsussex.gov.uk/business/7935.htm
- Mid Sussex Housing Strategy 2009-2014 (March 2015)
www.midsussex.gov.uk/7671.htm
- Mid Sussex Infrastructure Development Plan (May 2013) (Draft)
www.midsussex.gov.uk/8317.htm
- Mid Sussex Landscape Capacity Study (July 2007)
www.midsussex.gov.uk/planning/8306.htm
- Mid Sussex Sustainable Communities Strategy 2008-2018
www.midsussex.gov.uk/7583.htm
- Mid Sussex Transport Study – Stage 1 (December 2012)
www.midsussex.gov.uk/8309.htm
- Mid Sussex Transport Study – Stage 2 (September 2013) Mid Sussex Transport Study – Stage 2 (September 2013) www.midsussex.gov.uk/8309.htm
- Northern West Sussex – Mid Sussex: Strategic Housing Market Assessment Update (October 2012) www.midsussex.gov.uk/7672.htm

- Northern West Sussex Housing Market Area – Affordable Housing Needs Update (2014) www.midsussex.gov.uk/7672.htm
- Register of Listed Buildings www.english-heritage.org.uk
- Settlement Sustainability Review (February 2015) www.midsussex.gov.uk/planning/8301.htm
- Strategic Flood Risk Assessment (March 2008/2015) www.midsussex.gov.uk/8322.htm
- The High Weald Area of Outstanding Natural Beauty Management Plan 2014-2019 (3rd Edition, adopted March 2014) www.highweald.org
- The Natural Choice: Securing the Value of Nature (June 2011) www.gov.uk/government/publications/the-natural-choice-securing-the-value-of-nature
- Tree and Woodland Management Guidelines (October 2012) www.midsussex.gov.uk/7837.htm
- West Sussex County Council Planning School Places (2015) www.westsussex.gov.uk/about-the-council/strategies-plans-and-policies/schools-plans-and-policies/planning-school-places

Appendix B – Monitoring Indicators

Policy BOLBB1

| Monitoring Indicators | Targets |
|--|---|
| Impact of development proposals on the quality of rural and landscape character. | Area/number of developments that are in an area with low landscape capacity, as defined in the Mid Sussex Landscape Character Assessment and the WSCC Strategy for the West Sussex Landscape. |

Policy BOLE1

| Monitoring Indicators | Targets |
|--|--|
| Amount and condition of Ancient Woodland, other mature native trees, ponds, hedges, waterways etc. | No deterioration in the condition or number of these |
| Data from Sussex Biodiversity Records. | No loss of species rich hedgerow. |
| | No deterioration in the quality of the biodiversity in the Parish. |
| | A number of hectares of re-created priority |

| | |
|---|---|
| | habitats. |
| Sustainable Drainage. | No increase in flood risk. |
| Amount of species-rich grassland and number of trees, hedges, ponds affected by development | Increase in species rich grassland and number of mature native trees, hedges or ponds within development sites. |

Policy BOLE2

| Monitoring Indicators | Targets |
|----------------------------------|---|
| Landscape value and sensitivity. | No deterioration in assessed landscape value. |

Policy BOLD1

| Monitoring Indicators | Targets |
|---|--|
| The area of the Parish covered by Conservation Areas | No reduction in the extent of Conservation Areas due to insensitive development |
| Impact on Conservation Areas | No adverse impact on Conservation Areas due to insensitive development |
| The number of listed buildings within the Parish | No loss of listed buildings in the Parish |
| Secure storage of cycles, buggies and mobility scooters | All new developments have access to secure storage of bicycles, children's' pushchairs and mobility vehicles |

Policy BOLH1

| Monitoring Indicators | Targets |
|---------------------------------|---------------------------|
| Number of each type of dwelling | Percentages in Policy H1. |

Policy BOLH2

| Monitoring Indicators | Targets |
|---|---------|
| Net number of new infill and backland dwellings delivered within the Parish area during the Plan period | |

| | |
|--|--|
| Number of new dwellings delivered on un-allocated housing sites within the Plan period (net) | Number of new dwellings in line with past trends and plan expectations for infill and backland development |
|--|--|

Policy BOLH3

| Monitoring Indicators | Targets |
|---|--|
| Number of new affordable homes delivered within the Parish area during the Plan period (net). | At least 30% of new developments to be affordable. |

Policy BOLA1

| Monitoring Indicators | Targets |
|--|-------------------|
| Hectares of Open Space lost due to development | No hectares lost. |

Policy BOLA2

| Monitoring Indicators | Targets |
|------------------------------|------------------------|
| Hectares of Open Space added | Increase in open space |

Policy BOLA4

| Monitoring Indicators | Targets |
|---|--|
| Infrastructure delivered through developer contributions, including S106 contributions and Community Infrastructure Levy. | All infrastructure identified in the Neighbourhood Plan and within Mid Sussex District Council CIL Schedule within the Bolney area, to be delivered by the end of the Plan period. |

Policy BOLA5

| Monitoring Indicators | Targets |
|--|--|
| Number of new dwellings without access to high speed Broadband | No new dwellings without high speed Broadband. |

Policy BOLB1

| Monitoring Indicators | Targets |
|--|--|
| Number of business premises in the parish in 2012 | No net loss of business premises (Use Classes A1, A2, A3, A4, A5, B1 and C1) within the parish |

Policy BOLB2

| Monitoring Indicators | Targets |
|--|---|
| Number of business units in the Bolney Grange Business Park | Increase in number of business units at Bolney Grange Business Park |

Policy BOLB3

| Monitoring Indicators | Targets |
|------------------------------|------------------------------|
| Village shop | A new village shop is set up |

Policy BOLT1

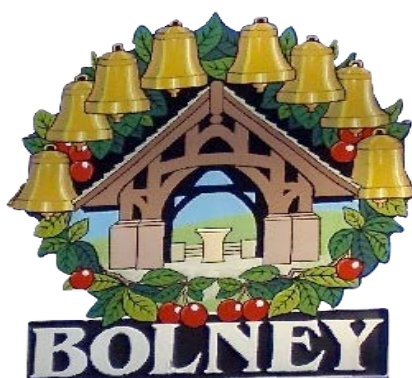
| Monitoring Indicators | Targets |
|--|---|
| Vehicular and pedestrian traffic accident frequency and severity within the Parish | No increase in the number or severity of vehicular or pedestrian traffic accidents reported in the Parish |

Policy BOLT2

| Monitoring Indicators | Targets |
|--------------------------------------|--|
| Preservation of off-street car parks | No reduction in number of car parking spaces |

Policy BOLT3

| Monitoring Indicators | Targets |
|--|---|
| Roads and pavements | No increase in illegal parking or traffic congestion. |
| Vehicular and pedestrian traffic accident frequency and severity within the Parish | No increase in the number or severity of vehicular or pedestrian traffic accidents reported in the Parish |



Bolney Parish Council

www.bolney.com