

Copthorne Neighbourhood Plan

(covering the Copthorne & Worth Ward)



2014 – 2031

Pre-submission Draft Plan

February 2017

**Post Regulation 14 Pre-submission
Draft Incorporating Comments**

Issue Record

Revision	Date	Reason for Issue & Description of Changes
0	31/10/2016	For Worth Parish Council Neighbourhood Plan Committee Approval
1	21/02/2017	For Regulation 14 Consultation
3	11/12/2018	Updating text from Reg 14 comments

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PUBLIC CONSULTATION

This is a consultation document.

This Draft Neighbourhood Development Plan for the Copthorne & Worth Ward, of Worth Parish, has been published for public consultation under Regulation 14 Town & Country Planning, England, Neighbourhood Planning (General) Regulations 2012 and comments are invited for the period from 6th March to 28th April 2017.

All comments received will be considered before the creation of a revised version of the Plan (Regulation 15) which will then be submitted to Mid Sussex District Council.

Hard copies and representation forms may be obtained from The Clerk to the Council at Worth Parish Council office:

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A Representation Form is provided for comments, but the Parish Council also welcomes comments by e-mail or in writing. Please return completed forms and other comments in writing to the above address.

Hard copies of the Neighbourhood Plan are also available at other locations around the village, including Copthorne Pavilion, Copthorne Village Hall, St John's church and Olivers Coffee & Wine bar.

The plan may also be inspected at the Neighbourhood Plan website: www.copthorneplan.org.uk

Executive Summary

- 1 Copthorne over recent decades has enthusiastically embraced sustainable developments and accepts and understands the need to provide a housing supply that supports identified and evolving needs. The development levels experienced in the recent past, within the village boundary, have maximised the housing density concentration to a position where the local community are concerned. The community are keen to ensure that further development recognises housing needs, without jeopardising those ingredients within the locale that give Copthorne its sense of identity, community and tradition, whilst ensuring and improving sustainability of the infrastructure and the local environment into the future.
- 2 There are two large local developments where outline planning has been granted and where detailed permissions are awaited (West of Copthorne and Holly Farm), which fall within the scope of developments planned over the defined plan period and provides for a growth in dwellings of circa 30% against the current baseline. This substantial scale of build already exceeds any reasonable assessment of Copthorne's housing needs into 2031. Such a level of expansion, as well as particular concerns over the larger of the two sites, has fuelled considerable anxiety within the community. This plan recognises and seeks to positively and objectively manage via its policy led approach the dilemmas that such a situation will create.
- 3 There is a strong preference to see 'gradual' builds each year rather than further large new developments and that these builds should ideally be within the existing village boundary. Any proposals outside the village boundary require extremely rigorous examination before permission is granted and should always be after the 'infrastructure' developments required are in place, and a full traffic study has been undertaken for larger proposals. Creeping coalescence is seen as a real threat to the village's identity and character. Although Copthorne is not a "pretty" village it regards itself as rural, surrounded as it is by a "Green Ring" and Common Woodland, a position that the village strongly wishes to preserve. A concern in evidence when one considers the Crawley Forge Wood development, in conjunction with the West of Copthorne development, separated only by the M23 motorway.
- 4 Integration within the village and gap erosions must be serious considerations to grant. New housing should favour 2 and 3 bedroom developments, rather than 'larger' property builds.
- 5 WPC accepts that this document will require regular reviews during the plan period.
- 6 Being able to educate the village children in their own infant and primary school is seen as key whilst maintaining and improving the standards currently available.
- 7 There must be no detrimental impacts on existing traffic conditions and 'spill out' on street parking cannot worsen beyond the present situation, which is already seen as dangerous at several of the villages' key roads and locations.
- 8 Any developments must give full consideration to the impacts of significant flood risk and must not add to existing risks without mitigating solutions being installed, before any building commences.
- 9 The Sustainability Assessment has led to the conclusion that the plan is to adopt a policy led methodology whilst being cognisant of the proposed Mid Sussex District Plan of 2015. The Copthorne approach fully complements the Government's intent that a Neighbourhood Plan (NP) should allow a neighbourhood to determine where new homes and offices should be built and what they should look like.
- 10 The Copthorne Neighbourhood Plan is being constructed with strong identification and alignment to the Localism Act of 2011 which states the Government wants:
- 11 "People to be able to influence decisions about new and modified buildings and facilities in the area".

- 12 “To give people more control over the development of their local area.”
- 13 The Copthorne Neighbourhood Plan (CNP), under development, fully supports the various Neighbourhood Planning legislations of 2011/2012.
- 14 This is the Neighbourhood Plan for Copthorne and Worth Ward which is part of Worth Parish in Mid Sussex District. A separate plan has been through referendum and made for Crawley Down Ward, which makes up the rest of Worth Parish.
- 15 The Neighbourhood Plan is a new type of planning document. It is the lowest tier of a hierarchy of development plans which include the Local Development Plan prepared by the District Council and the Government’s National Planning Policy Framework (NPPF). When approved, this plan will shape the evolution of Copthorne village and the surrounding countryside.
- 16 The Plan has been prepared by a sub-committee of Worth Parish Council and is based on substantial consultation with the local population and local businesses to identify and develop solutions for key local issues. It covers the period 2014 to 2031 and sets out a clear vision for the future of Copthorne:

A thriving and attractive village community set in unspoilt and accessible countryside that provides an excellent quality of life for residents, visitors, and those who work in, or travel through, the area.

- 17 The Plan sets out twelve policies which together with the NPPF and the Local Plan ensure that new development in the Copthorne Neighbourhood Plan Area will be sustainable and in accordance with the vision. New developments must address local housing needs, must match the existing character of their immediate locality, must provide the appropriate enhancement of infrastructure and services, and must avoid any loss of green or recreational spaces. Development is directed to the existing built-up area in order to protect the essential countryside character of the local gaps around the village. Other policies promote the local economy and local employment, or focus on protecting the countryside and wildlife, particularly the need to maintain the remaining pockets of ancient woodland and Areas of Outstanding Natural Beauty.
- 18 The policies are consistent with the Mid Sussex District Council (MSDC) Local Plan, which was adopted in 2004 and updated by the Small Scale Housing Allocations Document in 2008, the 2015 draft District Plan and the NPPF. In particular, while the Copthorne Neighbourhood Plan acknowledges that the local needs of Copthorne will already be more than met by the committed developments to the west, it also provides the flexibility necessary for additional new housing to address wider economic growth targets which may arise during the plan period.
- 19 In addition to the policies, the Copthorne Neighbourhood Plan sets out 5 proposals which address the key issues identified during the community consultations:
- Proposal 01 : Protection for Assets of Community Value (ACV)
 - Proposal 02 : Traffic Management and Sustainable Transport
 - Proposal 03 : Enhancement of Green Infrastructure
 - Proposal 04 : Primary Education for Village Children
 - Proposal 05 : Affordable Housing for Local Needs

These proposals will be taken forward by Worth Parish Council (WPC)

- 20 It should be noted that this Neighbourhood Plan is fully supported by the accompanying Copthorne and Worth Ward Sustainability Appraisal, incorporating the Strategic Environmental Assessment which is a requirement of the EU obligations.
- 21 This Draft Plan has been prepared and will be published to provide the local community, individuals and organisations with an interest in Copthorne, with an opportunity to comment

formally on the Plan and the vision and policies that it promotes. This Draft Plan will then be revised as necessary before submitting to Mid Sussex District Council (MSDC) for examination. Later in the process it is required that the community will have the opportunity to vote on the final Plan in a referendum.

Table of Contents

1.	Introduction	8
2.	Copthorne Village	9
3.	The Neighbourhood Plan Area.....	15
4.	The Neighbourhood Plan Process	15
5.	Sustainable Development	19
6.	Preparing the Copthorne Neighbourhood Plan.....	21
6.1	Community.....	21
6.2	Housing	22
6.3	Economy.....	27
6.4	Environment.....	27
6.5	Transport.....	28
7.	The Vision for Copthorne.....	29
8.	Key Objectives.....	29
8.1	Community.....	29
8.2	Housing	30
8.3	Economy.....	30
8.4	Environment.....	30
8.5	Transport.....	31
9.	Neighbourhood Plan Policies	31
9.1	Policies Promoting a Healthy Community	31
	Policy COP01 : Securing Sustainable Local Infrastructure	32
	Policy COP02 : Local Green/Open Spaces.....	33
	Policy COP03 : Retail Uses and Public Houses	35
	Policy COP04 : Building Extensions and Infill Housing	36
9.2	Policies Promoting the Design and Delivery of High Quality Homes	39
	Policy COP05 : Control of New Developments	40
	Policy COP06 : Sustainable Drainage Systems	41
9.3	Policy Promoting a Prosperous Rural Economy.....	42
	Policy COP07: Retention of Existing Employment Sites and use of Vernacular Buildings.....	42
9.4	Policies Promoting the Natural Environment	43

Policy COP08 : Prevention of Coalescence (Actual or Perceived).....	43
Policy COP09 : Protect and Enhance Biodiversity.....	44
Policy COP10 : Environment and Pollution.....	44
9.5 Policy Promoting Sustainable Transport.....	45
Policy COP11 : Promoting Sustainable Transport.....	45
9.6 Special Policy for Lych Gate.....	45
Policy COP12 : Lych Gate.....	45
10. Neighbourhood Plan Proposals.....	47
Proposal 01 : Protection for Assets of Community Value.....	47
Proposal 02 : Traffic Management and Sustainable Transport.....	48
Proposal 03 : Enhancement of Green Infrastructure.....	49
Proposal 04 : Primary Education for Village Children.....	49
Proposal 05 : Affordable Housing for Local Needs.....	49
11. Summary.....	49
Index of Evidence.....	50
Statement of Community Involvement.....	51
Communication.....	52
Glossary.....	55
Definitions.....	60
Acknowledgements.....	68
Appendix 1 - Parking Standards.....	69
MID SUSSEX LOCAL PLAN (2004) POLICIES.....	69
NATIONAL PLANNING POLICY FRAMEWORK RELEVANT PARAGRAPHS.....	77

1. Introduction

- 1 The Neighbourhood Plan¹ is a new type of planning document. It is part of the Government's latest approach to planning, set out in the Localism Act 2011 that came into force in April 2012, which aims to give local people more say about what goes on in their area. In particular, Neighbourhood Plans set the policies which must be used to determine the location, type and design of development in the area covered by the plan. They are the lowest tier of a hierarchy of development plans, and while they must not conflict with the Local Plan prepared by the District Council, or the Government's National Planning Policy Framework (NPPF), they have substantial freedom to shape the evolution of the area covered by the plan. There is also an overarching requirement that the policies must ensure that development is sustainable, and for the plan to comply with European regulations on strategic environmental assessment and habitat.
- 2 This is the **Draft Neighbourhood Plan for the Copthorne and Worth Ward**, which is part of the Worth Parish in Mid Sussex District and comprises of Copthorne and the surrounding countryside. A separate NP has been prepared for the Crawley Down Ward, which makes up the rest of the Worth Parish. This has been through referendum and has been made. It is relatively unusual for a Parish to be split geographically for the purpose of preparing a Neighbourhood Plan, but it is justified in this instance by the different nature of, and challenges faced by, the two villages. The split was approved by Mid Sussex District Council (MSDC) in July 2012 and the two plans have been prepared in close consultation.
- 3 The early work on the Neighbourhood Plan was undertaken by a Steering Group comprised of Parish Councillors and local volunteers. In November 2013, Worth Parish Council (WPC) formalised the arrangements by establishing a Neighbourhood Plan Committee with separate sub-committees² for each village.
- 4 Throughout the preparation of this Draft Neighbourhood Plan the individuals involved have attended training sessions and other meetings, organised by WPC and MSDC, in order to ensure that the Plan represents best practice in this evolving area of Local Government and does not conflict with the draft District Plan.
- 5 This Draft Neighbourhood Plan is based on substantial consultation with the local population to identify and develop solutions for key local issues. It covers the period 2014 to 2031 and sets out a clear vision for the future of Copthorne together with the policies and proposals to realise this vision.
- 6 The Copthorne Neighbourhood Plan sub-Committee has ensured that it has worked in close consultation not just with our own community through village public events but with the Crawley Down sub-committee, Worth Parish Council, Mid Sussex District Council and has remained cognisant of plans within the near-by Turners Hill Parish Council so that over-arching issues were considered.
- 7 The Neighbourhood Plan should be read and applied as a whole, and in conjunction with the NPPF, the National Planning Policy Guidance (NPPG), and the MSDC Local and draft District Plan³.

¹ More formally referred to as the Neighbourhood Development Plan

² http://www.worthparishcouncil.co.uk/uploads/standard/2013_Neigh_pla_ToR_Published.pdf

³ The MSDC Local Plan adopted in 2004 and amended in 2008 remains the Local Development Plan for Mid Sussex. MSDC released a draft District Plan in 2013, but this was withdrawn in May 2014. A revised draft District Plan was published in June 2015.

- 8 The sub-Committee in the development of this Draft Plan has taken account of comments, opinions and suggestions from all public consultation events held in the village in 2013 and 2014.
- 9 Attention is drawn to the Copthorne and Worth Ward Sustainability Appraisal Scoping Report for Sustainability Appraisal which accompanies and supports the Neighbourhood Plan itself. The Scoping Report contains a great deal of information regarding history, community, growth, transport, housing, infrastructure, development and background statistical data which underwrites the policies and proposals contained in the Neighbourhood Plan.

2. Copthorne Village

- 10 Copthorne is situated in the NE corner of West Sussex and at the Northern most boundary of the Mid Sussex Planning area. Today the Northern most boundary of the present built-up area of Copthorne borders the green belt of the county of Surrey. The village lies in the strategic gap between Crawley some 3 miles to the West and East Grinstead some 4 miles to the East. Gatwick Airport is about 4 miles to the Northwest of the village centre as shown in Figure 2.
- 11 The first written reference to Copthorne can be found in the Domesday Book and was then called Copedorme. The earliest mention of Copthorne was found in 1617. Much of the history of Copthorne can be found in a village book compiled in 1999 entitled “Copthorne, The Story So Far” which was written to celebrate the Millennium in 2000.
- 12 Originally and uniquely, Copthorne Village straddled the county boundaries of Surrey and Sussex. The northern part of the village around Copthorne Bank and Roffey Close was in Surrey, in the Parish of Burstow, and all the remaining part of the village was in Sussex within the Parish of Worth. During 1974 and 1992 the county boundary was sensibly changed bringing all Copthorne village (except for the northern ends of Shipley Bridge Lane and Copthorne Bank from the County Road Signs) as we know today, into West Sussex.
- 13 From the sixteenth century Copthorne’s prosperity was influenced by a thriving iron founding industry which was widespread throughout Sussex at that time. It is recorded that from 1600 till 1664 a furnace was operated at Rowfant Mill when it was discovered that coke could be used for smelting iron. The picturesque Rowfant Mill, built in the 17th century, only ceased working in 1930.
- 14 In the 19th century Copthorne village was made up of at least 18 farms all thriving, and competing to supply the whole village with their food. Because of Copthorne’s proximity to the coast it also became notorious for the smuggling trade and rumours abound to this day of the maze of tunnels connecting houses, shops and farms to enable the smuggling of contraband. Copthorne was renowned for many traditions and was the rendezvous for prize-fighters, smugglers and poachers. The prize-fighting ring is still identifiable on the common land to the south of the village boundary.
- 15 Copthorne’s residential development began with rough tracks being made up and rows of houses being developed and a definite village centre being formed around the area of Copthorne Bank, Brookhill Road, Church Road, Borers Arms Road and Newtown which essentially still forms the centre of the village today.
- 16 The introduction of the railway in Crawley Down in 1841, and the employment opportunities which this created, saw an inevitable increase in population in the area. Copthorne did not escape the housing boom which steadily led to the beginning of the erosion of the village open spaces. From around 1950 small housing developments began to appear which was followed by much greater levels and sizes of housing developments in Copthorne in the 1970s, 1980s and 1990s.
- 17 In all about 1700 houses had been built by the year 2000. Building has continued since then but at a slower pace and a recent survey has shown that the figure for dwellings in the current built-

up area of Copthorne is around 1800, with an associated increase in population which today is approaching 5500. It was quoted in the “Copthorne, The Story So Far” book in 1999 that “Copthorne has probably reached saturation point for development and it cannot absorb any more major building or development, without the danger of becoming a suburb of Crawley and thus losing its cherished village identity”.

<http://reports.esd.org.uk/reports/15?pat=AdministrativeWard&pa=E05007677%3ALLSOA>

- 18 The driving consideration in preparing the Neighbourhood Plan has always been to achieve the retention of the village identity and character, paying appropriate respect to the legacies of the village and the manner of its ‘natural growth’ over its evolution, whilst accepting the realistic development opportunities into the 21st century.
- 19 With the considerable increase in population, not only housing developments were necessary but also schooling for the children. In 1842 the Copthorne Elementary School (which is now called, Copthorne Church of England Junior School), had been built by a wealthy village family and had limited capacity. Other schools also became available namely the Copthorne Preparatory School founded in 1902 as a private boarding school and the Franciscan Convent School evolved during World War II to educate evacuated children, which closed in 1994 with the subsequent sale of the land to build a new housing development. With the massive increase in population the C of E Junior School was extended to the size it is today with a capacity for 250 pupils. It was obvious some years ago that the Junior School would not be able to cater for population growth in the village and Fairway Infant School was built in 1970 and is still in place today with a capacity for 180 pupils. This school remains on the intended list for development and this is becoming a priority, with an aspiration that a second storey could then cope with forecast population growth and the identified housing need for 240 dwellings. This issue is substantiated by reference to WSCC “Planning for School Places” document which indicates that “reorganisation of primary schools in Copthorne is a possibility” (page 56 WSCC Primary School Places 2016). Secondary education for all Copthorne children is generally found in Crawley or East Grinstead although private schools are also available. The relationship between new housing and educational provision is a matter for future debate.
- 20 The centre of the village today extends from The Green and includes St John’s Church, the Junior School and Fairway Infants School, Shops, a Veterinary facility, a Florist, Recreation Ground with Children’s Playground and a Skateboard facility, Doctors Surgery and Pharmacy. A Post Office, Newsagents, Hair salons, Pizza shop, two Estate agents, Furniture shop, two Village halls, Social Club and three Public houses, two of which are inside the Village Boundary, plus a wine tasting and coffee shop, are all within easy walking distance of The Green and situated within an ovoid at the head of the village.
- 21 The King George V Sports Field provides sports facilities for the village for football, cricket and stoolball, and although outside the Village Boundary is seen as a key asset to the community. In 2014 the new Jubilee Sports Pavilion was built which is an added facility for other leisure activities in the village during the week. A Community Hall (The Parish Hub) has just been built in the curtilage of St John’s Churchyard and has replaced the old Church Hall. It opened in May 2015. Worth Parish Council occupy the first floor of this building for their Council Offices.
- 22 Parts of Copthorne village have been erected on flood plains some of which carry a 5% risk of flooding (once in every 20 years). Work will be carried out in the short term in cooperation with the Environment Agency and Mid Sussex District Council to reduce the risks on the village green and the stream running through the golf course. In the medium term, efforts will have to be made to increase the bore of the pipes going under the built up areas of the village to improve the flow of water and avoid surges which could cause flooding.

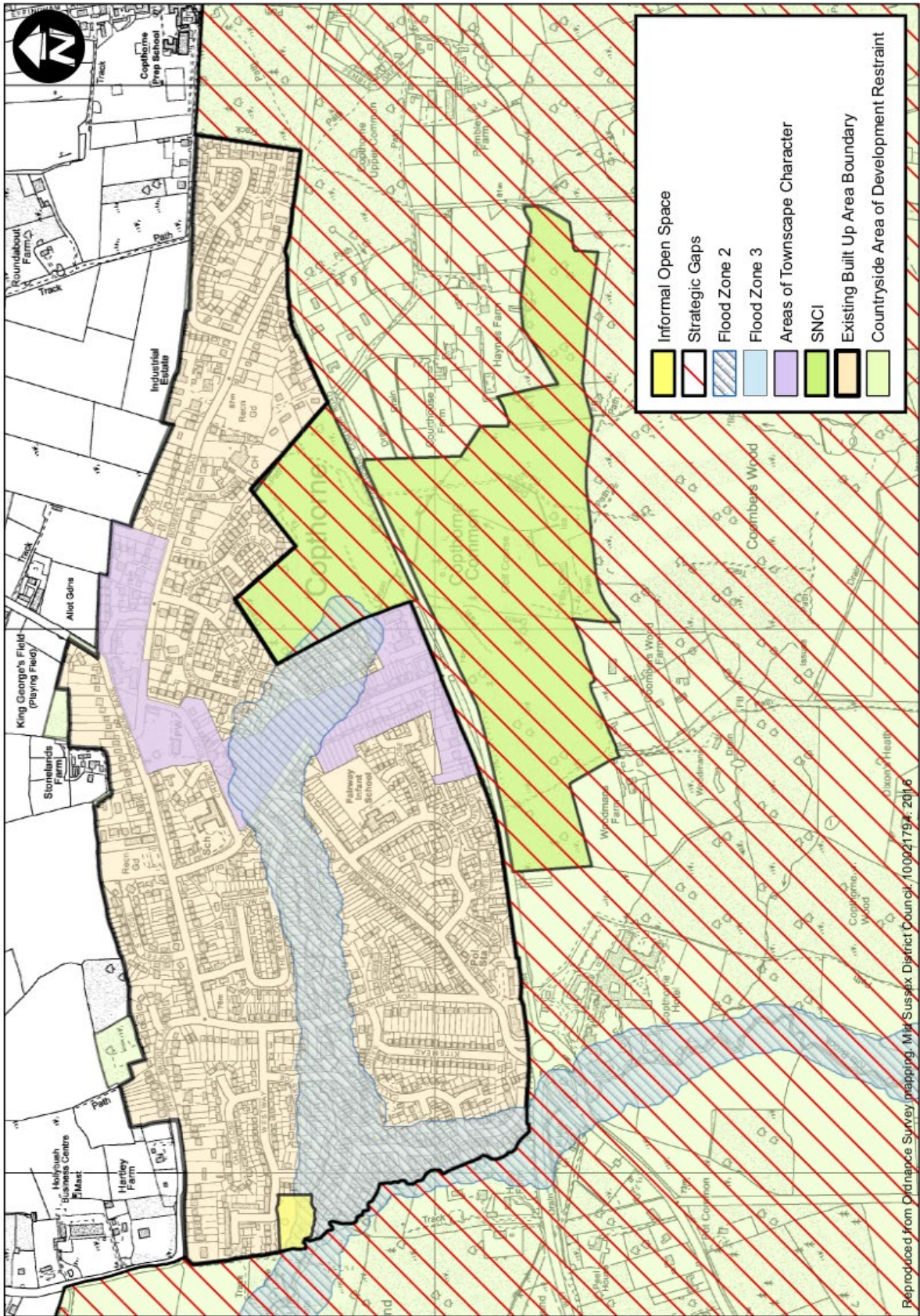


Figure 1: Copthorne Built Up Area Boundary

Copthorne Neighbourhood Plan Area in Context

Copthorne is situated to the north of the A264, between the M23 to the west and A22 to the East.

Situated in the Gatwick Diamond, a significant proportion of employment is situated to the west of the M23. The A264 is the primary route. There are a number of minor crossing points elsewhere, but all are constrained by the necessity to cross the main railway line which runs roughly parallel to the M23.







The A264 at Junction 10, M23, is heavily congested as is the A264/A22 junction at Felbridge traffic lights. The B2028 is used as a regular "rat-run" to avoid the A22 and consequently the Dukes Head roundabout is also heavily congested.

The infrastructure implications of the Forgewood development situated immediately to the west of the M23 are likely to further exacerbate the situation. The plans largely consist of traffic light controlled junctions creating a network of traffic lights on the approaches to Three Bridges station.

Ashdown Forest SPA/SAC lies to the south east of the plan area and the associated 7km Zone of Influence (shown as a shaded overlay) extends to within 1km of the plan boundary.

Flight Departure Noise Preferred Routes (NPRs) are shown for Gatwick Airport. If the second runway proposals are approved the second runway routes are expected to be just over 1km further south than the existing routes and further exacerbate current noise issues in the village.

Key

-  Copthorne Built Up Area Boundary
-  Copthorne Neighbourhood Plan Area
-  Worth Parish Boundary
-  Noise Preferred Routes (2014)
-  Ashdown Forest 7km Zone of Influence
-  Ashdown Forest SPA/SAC

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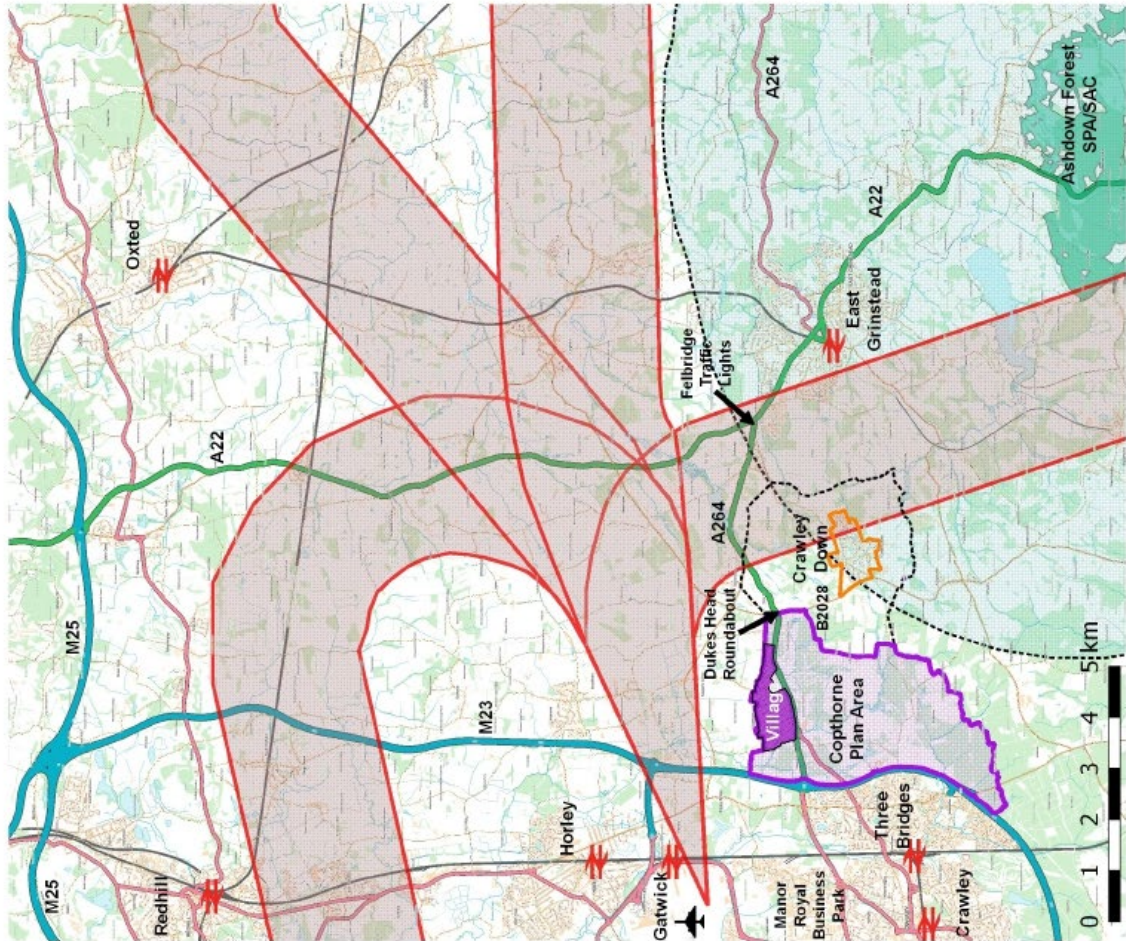


Figure 2. Geographical Setting of Copthorne

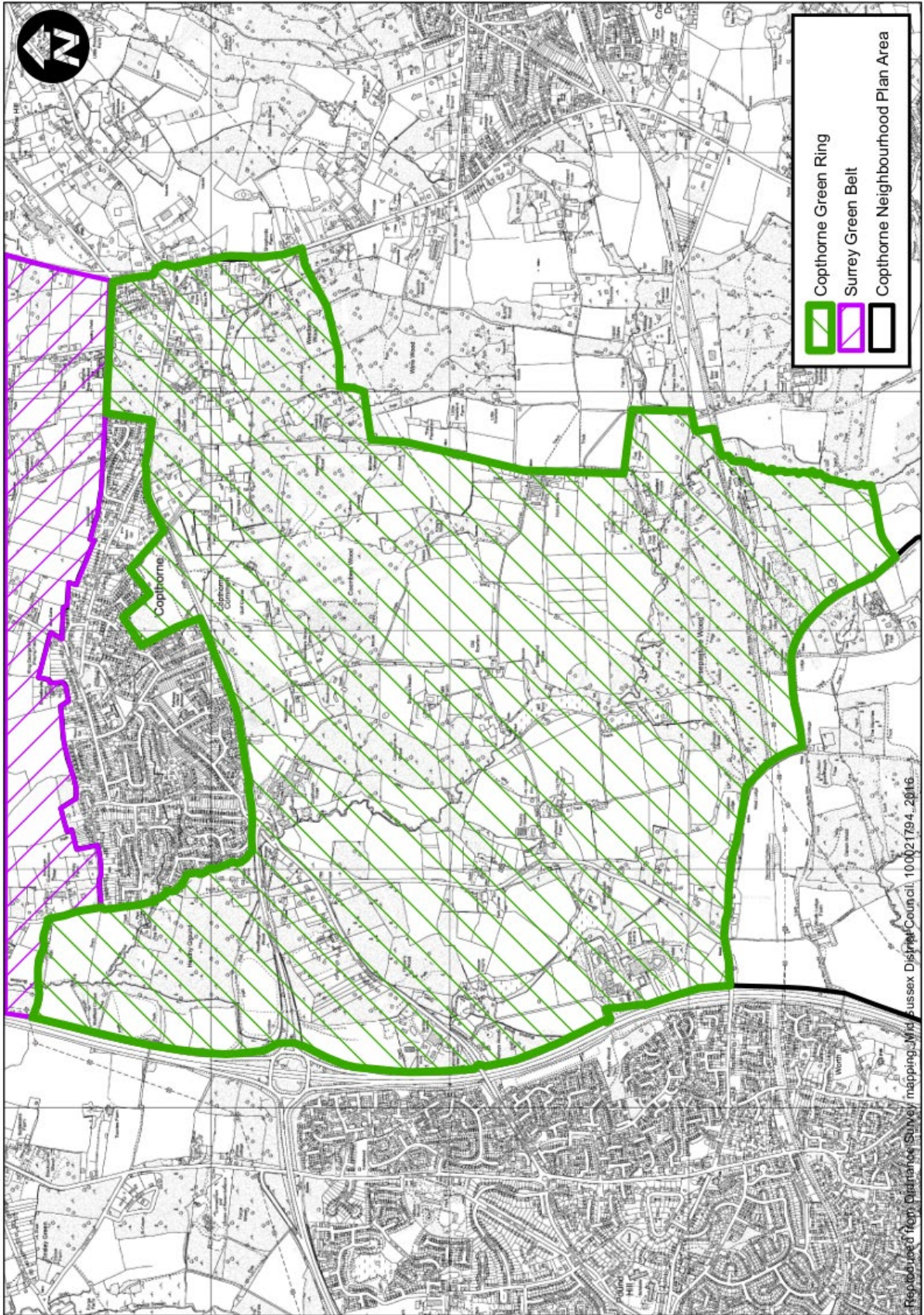


Figure 3. Copthorne “Green Ring” Map

23. Essentially the southern built-up boundary of the Copthorne village is bordered by the very busy A264. The A264 being the main route joining East Grinstead, Crawley and the M23 at junction 10. The B2028 Turners Hill Road (which forms the western built-up boundary of our neighbouring village of Crawley Down) joins the A264 at the Dukes Head Roundabout. Both the B2028 and the A264 suffer currently with serious traffic congestion, particularly at peak times of the day. The serious traffic congestion (and speeding traffic) affects both villages every day when the narrow inadequate village roads are used as “rat runs” by vehicles passing through the area. The nearest railway stations are East Grinstead, Three Bridges and Gatwick, with Horley Station also close by.
24. The village is close to the centre of the Gatwick Diamond economic zone which is part of the Coast to Capital Local Enterprise Partnership. There are several small business facilities within or near to the village, but the majority of local employment is provided by Crawley and Gatwick. The village has a number of bus services but these do not provide direct access to many of the principle areas of employment, due to either timetabling or route scheduling.
25. Copthorne is a part of Worth Parish which also includes the village of Crawley Down. Worth Parish is one of the largest Parishes in Mid Sussex. Until quite recently the Parish of Worth also included the village of Turners Hill which lies approximately a mile to the south of the Crawley Down Plan Area boundary.
26. The Copthorne Neighbourhood Plan area includes part of the High Weald Area of Outstanding Natural Beauty (AONB) to the south of the Turners Hill Road. The South Downs National Park lies a short but drivable distance from Copthorne as does the Ashdown Forest. However, the plan area is not directly affected by the 7Km Zone of influence for the Ashdown Forest Special Protection Area (SPA).
27. The area covered by the plan is also within the 15km aerodrome safeguarding circle for Gatwick Airport. Any proposed development would need to comply with Aerodrome Safeguarding requirements to ensure that the operational integrity and safety of the airport is not compromised. It also falls within 30km of Biggin Hill aerodrome with similar restrictions. As a consequence, there may be restrictions on height, landscaping, site restoration, the detailed design of buildings or other development including any which might create a bird hazard.
28. The recent government announcements of new “healthy” towns incorporating significant amounts of green spaces, highlights and emphasises the importance which the government attaches to the provision of healthy space within and adjacent to residential development.

Copthorne's identity and spatial context is defined not only by its separation from neighbouring settlements but also by its surrounding “Green Ring” and “green lungs” within the village itself.

The Green Ring (see Figure 3) has been compromised by the outline planning permissions granted to the sites between the western village boundary and the M23 (the Heathy Ground site). However, the applicant's plans do provide for a substantial tree barrier to be retained between the M23 and the development and between the A264 and the development as well as the retention of all the areas of ancient woodland on the Heathy Ground site. It is vitally important that these tree barriers are constructed / retained to continue to shelter the village from the motorway and Crawley generated pollution borne on the prevailing south-west winds as well as the noise pollution from both the M23 and A264 (the applicant's own measurements acknowledge noise levels exceed British Standards limits and that “windows will need to be closed for dwellings fronting the M23, A264 and Shipley Bridge Lane”). As excess noise is known to be particularly harmful to the health of children, the elderly and those with heart problems, these green (tree) corridors are a vital component of Copthorne's green boundary.

The northern village boundary follows the county boundary, to the north of which is all Green Belt land (almost wholly open countryside) in the Tandridge District of Surrey.

At the eastern boundary of the Lashmere estate, this northern portion of the Green Ring meets a substantial area of woodland, on Common land, which defines the eastern element of the ring. This links, across the A264, with the Upper Copthorne Common, containing the historic prizefighting ring (still identifiable as a clearing in the woods).

Moving westwards, the land south of the A264, is almost wholly Copthorne Common, accommodating the majority of Copthorne Golf Club's holes as well as significant public rights of way. The portion of the Golf Club land to the north of the A264, serves as a green lung for the village. To the west of this Golf Club land south of the A264 is Woodman's Farm and then Copthorne Wood, wrapping around the south of the Copthorne Hotel to Pot Common and via the Public Right of Way across the A2220 and the A264 linked to the Heathy Ground site.

This Green Ring echoes the historic ring of woodland, heaths and spinneys around Copthorne (as it grew from a clearing in one of the remotest parts of Ashdown Forest), comprising Heathy Ground Wood to the west, Muggins Wood to the north, Thorney Park Wood to the east and the Coomers, Copthorne, Hourglass and Drivers woods to the south. Both the current need for healthy green space and the obligation to retain the historic Green Ring make the protection of these tracts a vital component of the Copthorne identity.

3. The Neighbourhood Plan Area

29. The Copthorne Draft Neighbourhood Plan covers all of the Copthorne and Worth Ward of Worth Parish (Figure 3). A separate Plan has been prepared for Crawley Down Ward which makes up the rest of Worth Parish. The application for Neighbourhood Plan area designations was approved by MSDC in July 2012.

4. The Neighbourhood Plan Process

30. The process for preparing the Neighbourhood Plan is shown schematically in Figure 5, together with the process for the Sustainability Appraisal (SA) or Strategic Environmental Assessment (SEA), which is undertaken in parallel with the Neighbourhood Plan to ensure that the Plan promotes sustainable development.
31. Development of the Copthorne Neighbourhood Plan and its policies has been ongoing since the designation of the Neighbourhood Plan Area in 2012. Public consultation has included two major whole population surveys and targeted workshops involving different sectors of the community, an opportunity for landowners to present their proposals, and three formally advertised open day events.
32. The draft Plan will be further socialised during Regulation 14 consultation and a breakfast meeting event regarding the Plan was held in October 2015 attended by the Mid Sussex District Council leader, the two Ward District Councillors and the Chair of Worth Parish Council.

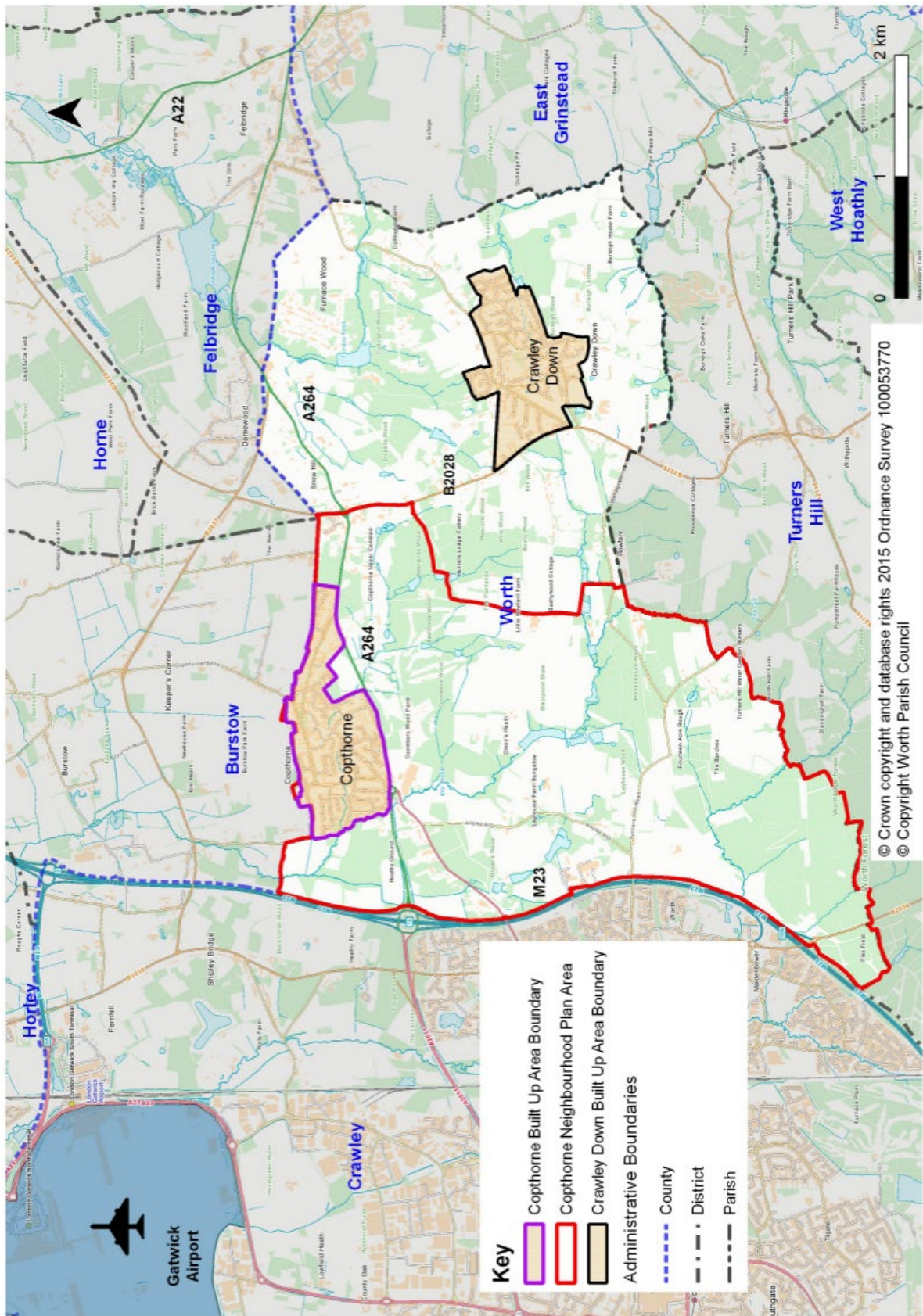


Figure 4. The Copthorne Neighbourhood Plan Area and Worth Parish boundary

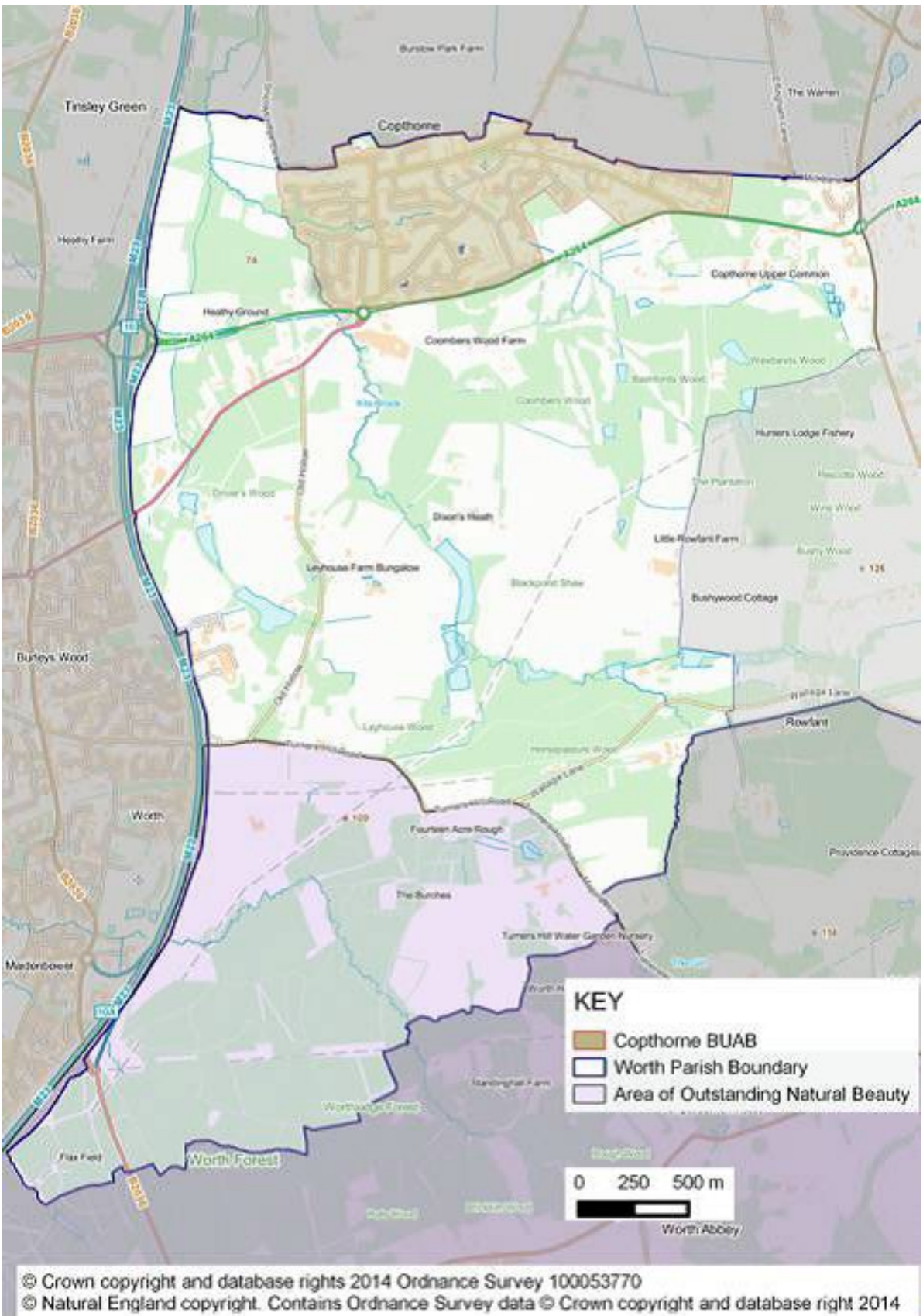


Figure 5. Extent of the High Weald Area of Outstanding Natural Beauty (AONB) within the Parish

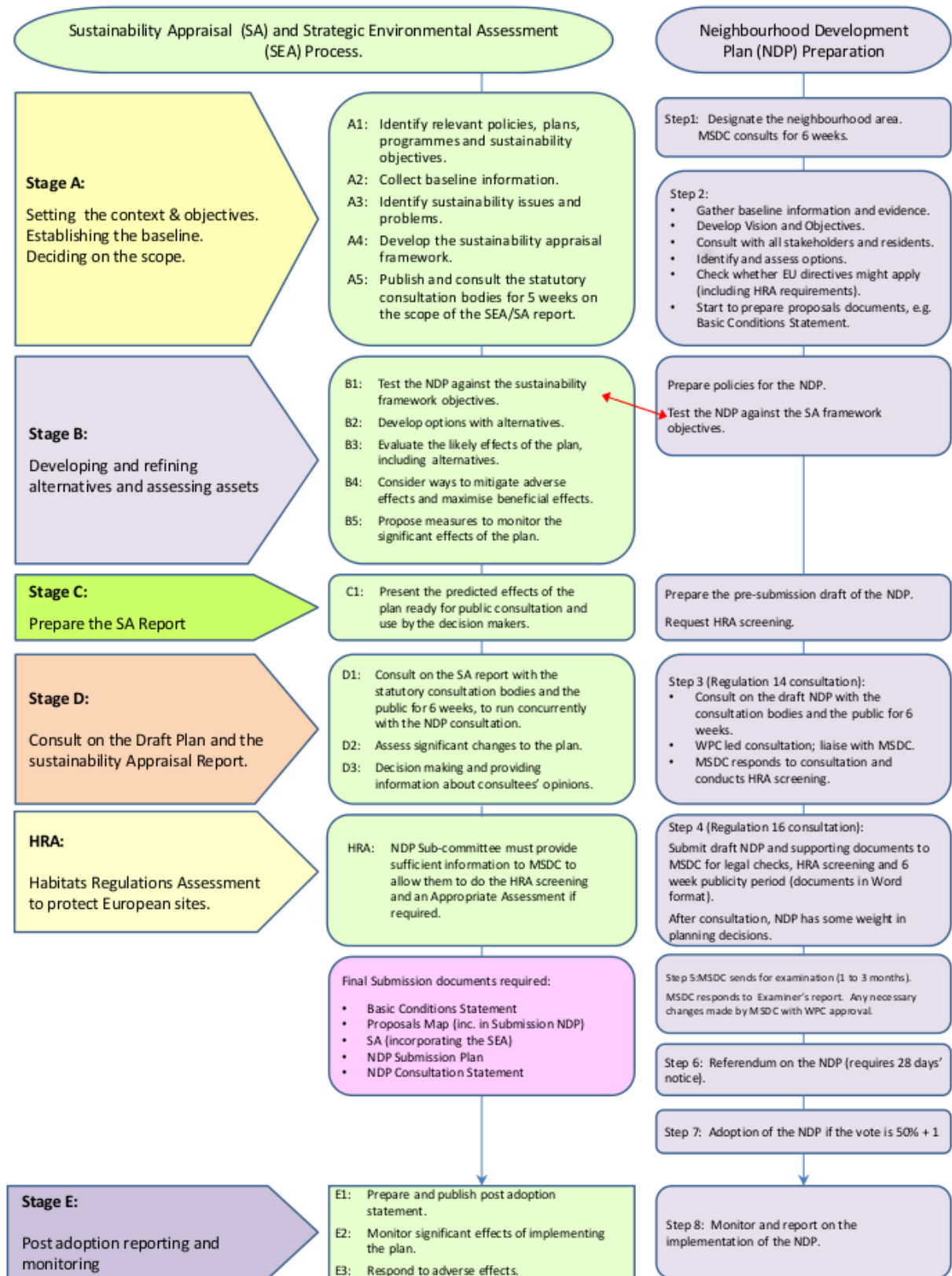


Figure 6. The Neighbourhood Plan Process

33. The Plan must be approved by a local referendum after independent examination, before it can be formally made part of the Development Plan by MSDC. It is, therefore, essential that it addresses local concerns and promotes a vision and policies which accord with local opinion. It is expected that the local community will have an opportunity to vote on the Plan in a referendum during 2016/17.
34. Ideally this Neighbourhood Plan would be prepared in the context of an adopted Mid Sussex District Plan. MSDC released a draft District Plan in 2013, but this was withdrawn in May 2014. A revised draft District Plan was published in June 2015 and its examination is anticipated in Autumn 2016 with adoption early 2017. The MSDC Local Plan was adopted in 2004 and amended by the Small Scale Housing Allocations Document in 2008, therefore remains the Local Development Plan. This Neighbourhood Plan fully complies with the Local Plan, the NPPF and the National Planning Policy Guidance (NPPG), and there has been extensive consultation with MSDC to ensure that it complies with the draft District Plan.
35. One key area in which a Local or District Plan informs a Neighbourhood Plan is the number of new homes that a parish is expected to provide as a contribution to overall economic growth in the District. While no specific number of new homes for Worth Parish is stated in either the 2013 withdrawn draft District Plan or the 2014 draft, the issue has been discussed with MSDC on several occasions. They have advised that modelling work for the 2015 draft District Plan, based on a methodology agreed with the Department for Communities and Local Government (DCLG), supports a need for 656 new homes per year in the District during the plan period. The Housing and Economic Development Needs Assessment (HEDNA) for the District was published in 2015 and includes an overall “Objectively Assessed Need” (OAN) figure for Mid Sussex. It also includes a table which shows how this figure would divide between the parishes if this was done proportionately based on the percentage of the District’s population and households in that parish at the time of the 2011 census. The figure for Worth Parish, including Crawley Down, is 804 homes. This is not a target as the District Plan does not propose to distribute housing proportionately, choosing instead to direct it to the most sustainable locations (such as the strategic allocations at Burgess Hill and Pease Pottage). The parish table in the HEDNA is intended as a guide only to indicate the OAN of each parish, enabling neighbourhood plans to have a starting point for understanding housing needs before considering and evaluating constraints and opportunities for development.
36. The distribution of the Worth Parish OAN between Crawley Down and Copthorne has been discussed by the WPC Neighbourhood Plan Committee and it was agreed that the same basis (i.e. relative populations) would be used, although each village needs to take account of the new homes built or approved during the plan period in the other village. It is reasonable to assess a numerical requirement below Parish level for Copthorne of circa 400 new dwellings, a commitment more than accommodated already. The Plan needs to address this uncertainty through regular review of housing needs during the Plan period, on a three to five year basis, review the policies thus providing the flexibility necessary to enable additional new housing without jeopardising the sustainability and viability of the village community.

5. Sustainable Development

37. Sustainable Development is about ensuring a better quality of life for everyone, now and for generations to come. It is about considering the long-term environmental, social and economic issues and impacts in an integrated and balanced way. The UK Government has set five guiding

principles to achieve the sustainable development purpose.⁴ These principles form the basis for policy in the UK and are as follows:

- Living within Environmental limits
- Ensuring a strong, healthy and just society
- Building a strong, stable and sustainable economy
- Promoting good governance
- Using sound science responsibly

This Plan seeks to achieve sustainable development by ensuring that development meets the needs of people living and working in the parish, while at the same time helping to ensure that adverse environmental impact is minimised and mitigated. The needs, benefits and adverse impacts of each development must be evaluated and balanced on a local basis.

38 The NPPF defines three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

39 In order to ensure that the policies set out in this plan deliver sustainable development against the three roles set out above a Sustainability Appraisal (SA/SEA) document has been prepared⁵. A Scoping Report for this Sustainability Appraisal was prepared to establish the baseline and appropriate objectives, and inputs sought from statutory consultees including Natural England, the Environment Agency and English Heritage (now Historic England). The Sustainability Appraisal then tests the suite of policies set out in the Neighbourhood Plan against these sustainability objectives to ensure that they achieve the goal of sustainable development. The Scoping Report and Sustainability Appraisal detailing the assessment have been published and are available for examination on the Copthorne NP Website.

⁴ <https://www.gov.uk/government/policies/sustainable-development?page=1> (11/08/15)

⁵ Copthorne Sustainability Appraisal; October 2016

- 40 Environmental sustainability objectives and local concerns are addressed through policy criteria addressing the appropriate location for development, the use of Sustainable Urban Drainage Systems (SuDS), measures to reduce the length of journeys, the protection of open space and vegetation, tree protection policies and the need for sustainable transport.
- 41 Specific measures in relation to sustainable design are covered through the NPPF, the draft District Plan, and part L of the Building Regulations and are not repeated in this Plan.

6. Preparing the Copthorne Neighbourhood Plan

- 42 A wide range of issues have been considered in the preparation of this plan, grouped into five distinct themes:

- Community
- Housing
- Economy
- Environment
- Transport

Each of these themes was considered by a separate focus group using information and views from surveys and workshops. Details of the public consultations during the preparation of this Plan are given in the Index of Evidence. A summary of the key issues identified for each theme is given in the following sections:

6.1 Community

43. Copthorne is well served by community associations, church, many sports and social clubs and societies. Community facilities include the village green, children’s playgrounds, a village hall, two other halls, a Scout hut, a Guide hut and a Social Club. The village green, pubs, and a wide variety of shops, including an integral Post Office provide a focal point for village life, while a take-away restaurant provides a limited cuisine, supported by several mobile vendors who widen the choice. A clear conclusion of the 2013 Neighbourhood Plan Survey is that residents greatly value the existing profile of facilities and want to see them protected.
44. Copthorne is satisfactorily served for schooling at current occupation levels for children aged between 5 – 11years in 2 mixed gender schools, Fairway Infant School for children aged 5 – 7 and Copthorne Church of England Junior School for children aged 7 – 11. Both schools are situated in the centre of the village and in general within reasonable walking access for village children. Both schools are very popular with Copthorne residents and many parents choose to live in the village because of the schools. The Church of England Junior is the much older school and has been considerably extended to its current size. It can now cater for 240 pupils and operates nowadays around capacity. Fairway School was built in the 1970’s primarily to cater for the needs of the rapidly expanding population in the village. The Junior School has 2 classes in each of the 4 year groups, whilst Fairway school has 2 classes in each of the 3 year groups. Children from the Junior school generally go to Imberhorne School in East Grinstead to continue their education at secondary school level. Some Copthorne children do however attend secondary schools in the Crawley area by preference.
45. The residents of Copthorne are served by a Surgery and Pharmacy on Copthorne Bank. Copthorne Surgery is part of the Pound Hill Medical Group. The Practice offers care and medical services to 15000 patients at both surgeries. The Practice has 9 doctors, a number of specialized practice nurses, a Practice Manager and administration staff who operate between the two surgeries as required.

The Practice is unique in that it has its own volunteer Patients Participation Group (Friends of Pound Hill) who work together with the doctors and staff to improve the care and services for the benefit of all patients in the Practice. Although the majority of Copthorne residents are registered with the Pound Hill Medical Group it is known that some patients are registered with the nearby Crawley Down Medical Centre. Copthorne patients are free to use all the facilities offered by the Practice at either of the surgeries at Copthorne or Pound Hill. There is concern in the community and from the existing practice management that any large scale housing development could seriously impact the health and wellbeing of Copthorne patients. The village has no dental surgery of its own and relies on providers in Crawley and East Grinstead.

46. There have been problems with the main utilities in recent years with environmental pollution, flooding and insufficient capacity in the sewage system. The sewage system in particular is severely over-loaded with the utility operator, Southern Water, admitting that there was insufficient capacity prior to 2011.

Worth Parish Council is investing £40,000 into planned solutions to flooding in the Village Green area, the results of which will be known in time. The 2013 Neighbourhood Plan Survey delivered a strong message that residents want to see these problems resolved before there is any further development in the village, the flooding experienced in 2013 badly impacted a number of residents' homes.

47. Parts of Copthorne village have been erected on flood plains some of which carry a 5% risk of flooding (once in every 20 years). Work will be carried out in the short term in cooperation with the Environment Agency and Mid Sussex District Council to reduce the risks on the village green and the stream running through the golf course. In the medium term, efforts will have to be made to increase the bore of the pipes going under the built up areas of the village to improve the flow of water and avoid surges which could cause flooding.
48. The threat of development outside the village boundary leading to coalescence with neighbouring settlements, and subsequent loss of separate identity, is seen as very real. There is a real fear that the cumulative effect of such development would be the village becoming a suburb of Crawley.

6.2 Housing

49. In the past four years, completions have increased the housing stock only marginally to 1,800 in 2015. Recent building has been biased towards larger properties and the housing mix has been further distorted by extensions to add extra bedrooms to 2 and 3 bed properties. This new housing will take time to impact and the community will be adjusting to the increased demands on infrastructure and services in the future. The village is very concerned about infrastructure generally and particularly traffic, pollution, flooding, education and coalescence. All of these issues are very well represented in written comments made within the housing survey of 2014 and the follow up survey of 2015.
50. In late 2014, and again following revision in 2015, outline planning permission was granted to St. Modwen to develop "West of Copthorne", a sizeable development of some 500 houses including 30% affordable housing to be managed by Affinity Sutton Housing Association. In 2015 outline planning permission was granted to Wates, for 45 houses at Holly Farm, adjacent to the West of Copthorne site, including 14 affordable homes, recently transferred to the Orbit Group. In addition a further application is pending for about 240 dwellings. None of these developments was included in the 2008 update to the MSDC Local Plan as strategic and are therefore all "windfall" builds exploiting the lack of a 5 year housing supply plan within the district.

- 51 The 2014 Neighbourhood Plan Survey showed that the community recognise the need for additional housing, but this was strongly caveated by the following concerns:
- 52 Future development needs to address infrastructure deficiencies such as school, health, water supply, sewage and, especially, traffic. Before developments commence work on site any flooding alleviation projects, together with traffic improvements and other infrastructure must be completed. Developers must be able to demonstrate at Planning Application stage that there is a technically viable, funded solution to the infrastructure implications which would be implemented in a timescale compatible with the development.
- 53 The housing mix is out of balance with too few one and two bed properties and a lack of affordable housing for first time buyers. Many felt there was a need for housing younger people who wished to remain in the village, but also for smaller houses for the older population who wished to downsize but found there was limited opportunity to do so within the village.
- 54 Development should be focussed on the village and should not impact on the local gaps with neighbouring villages and Crawley, and that ribbon development should be strongly resisted as there was a need to retain the pleasant rural feeling along the A264 to the M23, or to Wakehams Green comprised mainly of trees, hedges, golf course and common land.
- 55 Villagers wanted to retain the essential village feel and community spirit and felt that any development should be contained within the overall boundary of the village as it now stands. Villagers were very concerned about proposals to develop outside the village as this would destroy the village feel.
- 56 The 2014 Housing Survey, and a further specifically targeted 2015 survey, explored the needs of the local population and the levels of future growth that the village could sustain as its contribution to the wider need for more housing in Mid Sussex to support economic growth. The 2014 Housing survey confirmed the need for affordable homes for young adults, and identified a need for smaller, more manageable units, for older residents wishing to downsize. Older residents seeking to downsize will release a supply of housing which can count towards economic growth requirements. The survey identified a firm need for 64 one bedroom or two bedroom units, in equal measure, in the next 10 years. This figure translates to 119 new homes in the full period of the plan (20 years), but statistically the maximum requirement based on this survey response would be 261.
- 57 The 2015 survey identified a refined need for only 75 smaller homes to act as homes for downsizers, starter homes etc., in the first 5 years, and a further 90 houses in the following 5 years, which would leave larger properties for occupation by those needing larger homes. Over 20 years this would extrapolate to approximately 240 dwellings.
- 58 The housing surveys highlight that the Neighbourhood Plan needs to reflect why people want to live in a village like Copthorne and to preserve the rural character and village community. Issues such as privacy, space etc. need to be incorporated within high quality design controls, particularly with respect to infilling. Developments need to be in harmony/character with the surrounding properties with an appropriate density and a minimum site size appropriate to the size of house. Potential isolation and fragmentation of community through gated developments and estates with single access must be avoided. Above all developments need to be sustainable. Coalescence with other villages and Towns are to be prevented in line with Mid Sussex District Plan DP 11.

59 Housing in West Sussex:

In February 2014 all residents in Copthorne were sent a questionnaire and 562 of these with suitable data were returned which is a response of 34% and in March 2015 a further more detailed survey was issued and returns were 8% (possibly because residents felt they had already done a survey once).

Overall housing compositions were as follows⁶:

Description	Copthorne Average	West Sussex Average
Detached	46.6%	29.9%
Semi Detached	32.8%	26.1%
Terraced	10.1%	21.3%
Flat (purpose built)	8.9%	17.2%
Flat (other)	1.5%	4.7%
Caravan	0.1%	0.7%

Housing tenure was a follows:

Owner occupied	84.3%	71.5%
Local Authority rented	0.1%	4.9%
Housing Association	4.8%	7.9%
Other	10.7%	15.81%

60 It can be seen that Copthorne has many more detached houses than the West Sussex average, but also many fewer terraced houses and flats than the West Sussex average, and the lack of smaller houses is supported by both the questionnaire responses and discussions with local businesses.

61 In Spring 2015 a further survey was issued to all Copthorne residents and 133 responses were returned (circa 8% response rate). Approximately 165 houses are required over the next 10 years or a straight extrapolation equates to 330 over 20 years. This figure equates well to the Mid Sussex District Council allocation apportioned on the basis of population within MSDC but is already significantly exceeded by the recent outline approvals for the West of Copthorne and Holly Farm developments.

62 Already known development applications within and around the village:

Holly Farm (being built): 45 dwellings (of which 14 affordable)

Copthorne West (Outline permission agreed, S106 negotiations completed): 500 dwellings (of which 200 affordable)

Two sizeable development applications have been in process during the preparation of this Plan document:

Hurst House and neighbouring plots (refused following appeal): circa 75 dwellings (of which 25 affordable)

Barns Court/Firs Farm (refused, remains pending following modifications): circa 167 dwellings

In addition to the above, a small number of infill builds have been approved during the Plan preparation period.

⁶ Action with Communities in Rural England (ACRE) August 2013 (Source Census 2011)

63 The dwellings already approved presently for Copthorne, within or outside the present village built up boundary, exceed the estimate of OAN in the HEDNA as divided between Copthorne and Crawley Down by WPC. It is acknowledged that development proposals will continue to come forward, as housing demand within the South East remains high. In preparing the Neighbourhood Plan, the sub-committee has assessed all known potential housing sites within and around the built up area of Copthorne. The details of such an assessment are contained within the Sustainability Appraisal which identifies the conclusion that no potential sites outside of the built up area boundary are suitable or sustainable (sustainability is a requirement of the NPPF) on current evidence. They would have a strong impact on coalescence (a key policy within the MSDC Draft plan), plus they will further impact on the already known traffic problems along the A264 (see the East Grinstead 'Jubb' report⁷ even though this only considers the A264 from East Grinstead to the Dukes Head roundabout). The impact upon village cohesion is of real concern.

64 An MSDC document⁸, published in September 2013 for the "Member Information Service", showed road capacity modelling results linked to the District Plan. The document acknowledges that the capacity of the Copthorne section of the A264 was already being exceeded at that time in some sections and would deteriorate with expected developments, under the District Plan, by 2031. Specifically:

- The westbound section between the Copthorne Hotel roundabout and the M23 was given as 81 per cent of capacity (increasing to 102 per cent by 2031).
- The eastbound section between the Dukes Head and Copthorne Hotel roundabouts was given as 101%, (increasing to 104% by 2031).
- The westbound section between the Dukes Head and Copthorne Hotel roundabouts was given as 118 per cent of capacity (increasing to 138 per cent by 2031).

Proposed mitigation for the section between the Copthorne Hotel roundabout and the M23 was to increase the width of the carriageway to "wide single-carriageway standard". However, it is noted that both the West of Copthorne and Holly Farm developments were approved without any such mitigation being required or proposed.

65 The housing strategy of the neighbourhood plan therefore prioritises infill development within the built-up-area boundary, especially where this is on brownfield land, but also allows for development outside of the built-up-area boundary where this is demonstrated to be sustainable and subject to stringent criteria. It is important that any development opportunities are phased over 17 years (2015 to 2031) in a steady and organic growth of 14 to 20 per annum, with an emphasis on smaller properties. The Copthorne residents wish to retain their village whilst still providing growth within the settlement. Any other housing sites must be adjacent to the present village settlement boundaries.

66 It should be noted that it has been difficult to assess housing needs without an approved District Plan in place, but one of our key strategies has been to use existing housing stock as efficiently as possible rather than simply building ever more new homes on a purely speculative basis.

67 Decisions associated with the Gatwick Diamond and any need for housing as a result of Gatwick expansion is a strategic matter to be covered by the District Council and not the Neighbourhood Plan.

⁷<http://www.copthorneplan.org.uk/information/refmats/EG%20Jubb%20Transport%20Report%20Detail%20%20Consolidated%20Report%20Jan%202015%20Back%20up%20to%20Headline%20Summary%2015%20Jan%202015.pdf>

⁸ http://www.copthorneplan.org.uk/information/refmats/Road_capacities.jpg

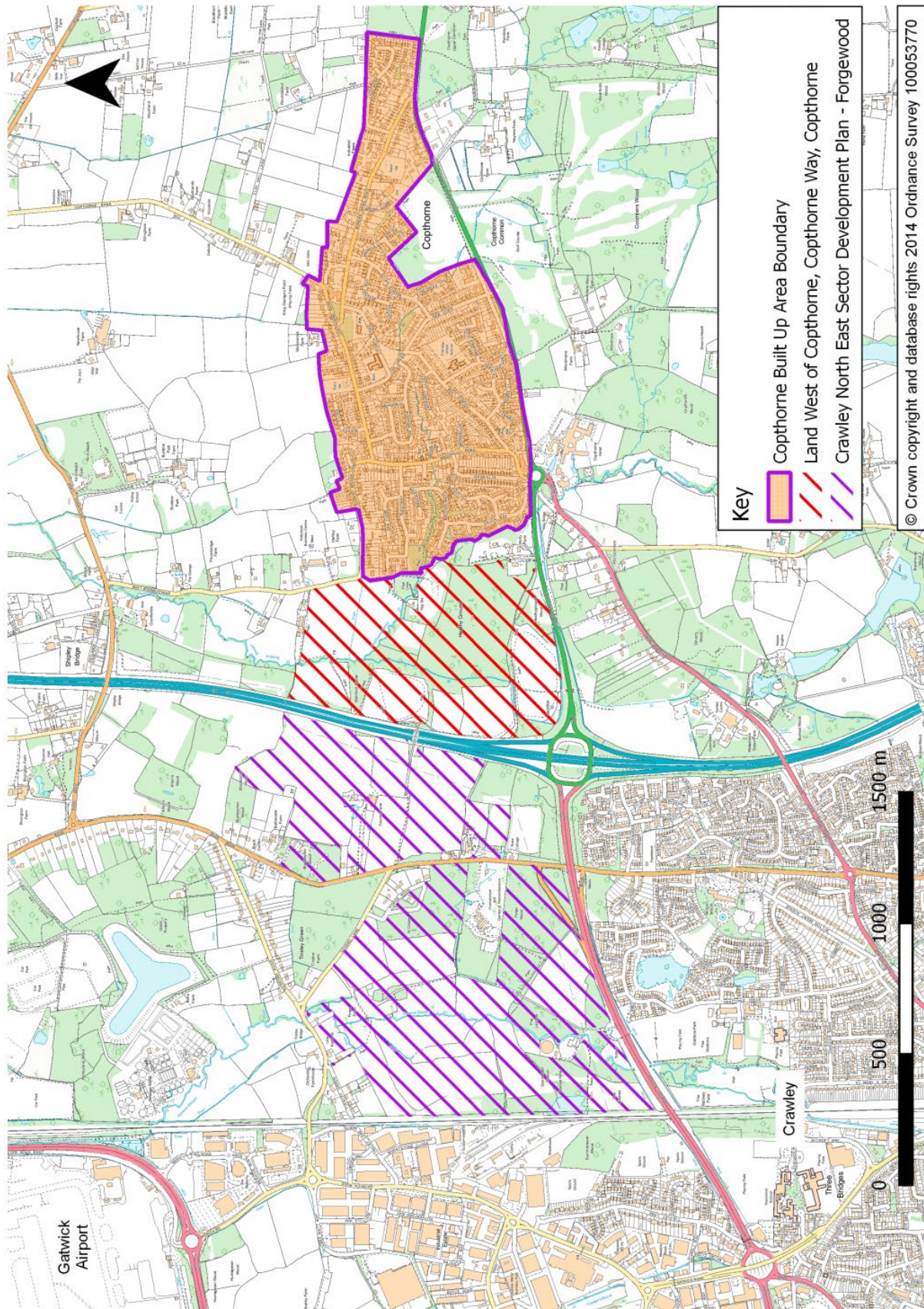


Figure 7. Map Showing Cophorne Built Up Area boundary, Forge Wood Development and proposed West of Cophorne Development

6.3 Economy

- 68 Copthorne was traditionally a farming area with smallholdings owned by prominent families whose financial interests developed into transport and building, which then evolved into the creation of several small industrial units still let to local small businesses, often providing support and technical services to the locale.
- 69 The proximity of the village to major road and rail links and its closeness to Crawley Town, which includes very large and mature office and industrial capabilities, has allowed Copthorne to depend upon other locations for employment opportunities as well as for the provision of larger retail and entertainment services.
- 70 The proximity to Gatwick Airport and to traffic links has encouraged several quality hotel and parking facilities to become established, all of them important employers. In the main, though, the local economy is supported by income generated outside the village boundary, or by self-employed traders serving the community and by commuting from one of the three nearby railway stations to major towns and cities.
- 71 With regard to employment the 2013 Neighbourhood Plan survey concluded that there are already enough local employment opportunities available and that there are already sufficient commercial units available for occupation.
- 72 Those businesses that do employ local residents are the village shops, post office, bodywork shop and several pub/restaurants and hotels as well as a wine warehouse. A bus depot is to be built very shortly. Full and part-time employment rates are already reported as being above the National Average.
- 73 The view of residents is that Copthorne is a village, not a major business and employment hub and there is no strong desire or need to change that condition, although there is willingness by WPC to support home working and thus reduce commuting.

6.4 Environment

- 74 The rural setting of Copthorne with its surrounding patchwork of open fields, shaws and woodland is of great importance to residents, and is one of the main reasons that outsiders wish to move into the Village. The 2013 Neighbourhood Plan survey highlighted that the preservation of the village identity and restriction of development on local gaps between Copthorne and neighbouring communities to prevent sprawl and preserve the village setting are overwhelming concerns for most of our residents.
- 75 The village benefits from having the Worth Way Country Park close by, which not only provides essential leisure and exercise opportunities for people, but is also an important corridor for wildlife. The brooks and woodland are also important and should be high priority for protection and enhancement. The Village Green supports a thriving annual Village Carnival and provides recreational facilities for families; the other open spaces within the Village are all regularly used for events and leisure activities which enhance the quality of life for residents. The 2013 Neighbourhood Plan survey shows that residents want all these spaces to be protected.
- 76 There is a steady loss of green spaces for people and wildlife habitats outside the village, in the main due to development. The remaining areas of ancient woodland within the Neighbourhood Plan Area have become smaller and more fragmented, and hedgerows have been lost, with the result that wildlife corridors have been degraded or disappeared entirely, for example, the Holly Farm development. Likewise, land towards the end of Westway, leading to the Copthorne Brook, is being targeted as a potential development site.

The 2013 Neighbourhood Plan survey shows that residents clearly want the Neighbourhood Plan to address these issues with policies to preserve and where possible increase these buffer zones by increasing tree and hedgerow planting, a positive tree replacement policy and to enhance the Village environment by reducing the impact of traffic and light pollution. The remaining pockets of ancient woodland should become de facto local gaps wherever possible and should be protected by significant buffer zones to prevent mechanical damage to the roots or disturbance of the water table, allow for tree growth and to provide corridors for the free movement of wildlife.

77. The 2013 Neighbourhood Plan survey strongly supported the prevention of coalescence with neighbouring communities. The Plan should prevent development along the roads between the communities and maintain the Gaps between Crawley and East Grinstead as represented by Policies C1 and C2 of the current Local Plan. The local gaps between Copthorne, Crawley, Crawley Down, Smallfield, Turners Hill and Horley are particularly critical if separate village identities are to be maintained.

6.5 Transport

78. Copthorne is located in the Northeast corner of Mid Sussex District. It borders Surrey to the north and Crawley and Gatwick employment areas to the west. Copthorne is not particularly well served by public transport and is not economically self-sufficient; consequently the majority of working residents are employed outside the village. Due to the commuter distances involved, walking or cycling are not viable transport alternatives to car ownership for journeys to work or for the major shopping centres.
79. The village sits on the A264 half a mile to the east of M23 junction 10. The A264 is the main east-west road artery for traffic toward employment areas in Crawley (2 miles) and Gatwick (5 miles)
80. The District Plan states “the strongest economic and functional links are with Crawley and this connection serves the whole district”, therefore the success of the A264 is strategically important to all commuters from Sussex and neighbouring settlements in Surrey and Kent.
81. Although the village generates a significant number of vehicle movements, the main traffic issues are speeding and congestion arising from non-village traffic passing through the area. The employment geography means the Copthorne NP area is located at the bottleneck end of the commuter rush-hour congestion. The A264 at the Copthorne Hotel (village) roundabout is very congested every day during rush hours. A report dated 29th January 2014, from the WSCC Highways Officer, stated that “the junction is currently operating over capacity in both the AM and PM peak hours”. This was repeated in the MSDC Planning Officer's report to the Planning Committee for the July 31 2014 planning meeting.
82. This same congestion is already affecting the A264 at the Dukes Head roundabout junction with the B2028. The roundabout system gives priority to traffic on the A264 and at peak times this creates tailbacks on the B2028 which regularly extend over 2 miles to Crawley Down village. This then forces traffic along the east-west Turners Hill Road and into Old Hollow northbound, creating even more congestion at the A264 Copthorne Hotel roundabout.
83. With another 1900 homes being built in Crawley North East (Forge Wood) within one mile of Copthorne and outline planning for 545 homes situated between Copthorne Village and the M23, the strain on the A264 has yet to be properly appreciated and the additional congestion and traffic generated is a major concern for the residents of Copthorne (especially when all navigation aids use Copthorne as a “rat run” to local destinations in Surrey and Crawley). See link http://www.copthorneplan.org.uk/information/refmats/Road_capacities.jpg

84. Neighbourhood Plan surveys indicated that residents are strongly against further development that will adversely impact on the A264 and all future applications must take account of the cumulative effect of approved applications on these roads and must have no severe cumulative impact on the village access to the A264.
85. A number of bus companies provide services between the village and local centres such as Crawley, East Grinstead and Haywards Heath. However, the timing of, and the routes taken by the bus services means that rail commuter journeys must generally start and finish with a car journey in the village. The 2013 Neighbourhood Plan Survey indicated that there is strong support for increasing the frequency and coverage of bus services.
86. Within the built-up area, on-road parking causes congestion and has a significant impact on the visual appearance of most streets. High levels of car ownership per household are exacerbated by the presence of properties where extensions have taken the place of off-road parking. In the village centre there are problems of obstruction which would affect emergency vehicles. Inconsiderate parking is also a problem, but a culture of ignoring parking restrictions has arisen primarily from insufficient parking for the shops and lack of enforcement action.

7. The Vision for Copthorne

87. ***A thriving and attractive village community set in unspoilt and accessible countryside that provides an excellent quality of life for residents, visitors, and those who work in, or travel through, the area.***

8. Key Objectives

88. The objectives derived from the consultation process for each of the five themes are set out below. These objectives underpin and give rise to the individual policies and proposals in the following two sections.

8.1 Community

89. Copthorne is a village and wishes to remain a village. At least half of the residents moved to Copthorne for village life and many specifically mentioned local schooling as a priority (2014 Housing Survey and 2013 Neighbourhood Plan Survey). The Plan should respect the reasons why people want to live in Copthorne through Policies and Proposals that:
 - a. Protect and enhance the separate identity of Copthorne, together with community facilities, community services and open/green areas for community use.
 - b. Ensure that village children receive primary education in the village and address the need for facilities for local youth.
 - c. Address the needs of the increasing age of the population.
 - d. Protect assets of community value.
 - e. Avoid actual or perceived coalescence with adjacent communities and protect the local and strategic gaps.

8.2 Housing

90. Future housing needs must be addressed more specifically and should now be the priority for all new development. The Plan Policies and Proposals should:
- f. Ensure that all development is sustainable and supportable, and that proposals include mixed housing suited to local needs.
 - g. Ensure that any development is in accord with its proposed setting and of good quality, of appropriate character and a deterrent to crime.
 - h. Prevent 'gated' development that creates separate communities.
 - i. Avoid development in areas subject to flooding.
 - j. Prioritise Brownfield development and encourage redevelopment of existing land supplies within the village built-up boundary.

8.3 Economy

91. There are already adequate employment opportunities available and no desire to increase the density of businesses within the village boundary. The Plan Policies and Proposals should:
- k. Protect existing local shops and businesses for customers, employees and employers.
 - l. Encourage existing and new businesses to- maximise local employment

8.4 Environment

92. Both the countryside and the green and open spaces within the village are under pressure and need to be protected. The Plan Policies and Proposals should:
- m. Protect and enhance the local gaps around the village.
 - n. Protect and enhance countryside features such as shaws, hedgerows, ponds and brooks; protect, enhance and promote footpaths, cycle paths, bridleways and other Rights of Way.
 - o. Identify and protect common land, whilst supporting a positive woodland policy and protecting ancient woodland which sets buffer zones⁹ for established trees and requires replacement trees on a two for one basis for those felled or damaged as a result of development; protect the water table, ecology and wildlife corridors.
 - p. Respect the scale, style and setting of the village - in particular the unique characteristics of the inward looking setting that provides the perception of a secluded village off the A264, as opposed to a ribbon development along the A264.

⁹ Buffer zones to be extended beyond 15m root protection zones to address safeguarding of water table and other environmental factors.

8.5 Transport

93 Copthorne's proximity to large employment centres, key railway stations and its immediacy to the M23 slip road (Copthorne Way) creates extreme traffic problems in the village including issues of access and "rat-running". This is heightened by the high level of local car ownership. The Plan Policies and Proposals should:

- q. Address speeding on the main roads through the village.
- r. Protect and promote increased use of public transport services.
- s. Reduce on-road parking in residential streets.
- t. Promote developments that:
 - do not adversely affect existing traffic issues
 - include infrastructure improvements
 - can demonstrate an improvement in traffic congestion.
 - do not restrict access to employment locations.

The Policies and Proposals should also consider the cumulative effect of other local development proposals and those of neighbouring authorities.

9. Neighbourhood Plan Policies

94 This section sets out the Plan Policies using the same structure as Sections 6 and 8 in order to clearly indicate the relationship between the Policies (this section), local issues (Section 6), and local objectives (Section 8).

9.1 Policies Promoting a Healthy Community

95 The NPPF Social Role Policies place an emphasis on the need to ensure that policies promote a healthy community that meets the needs of all ages and groups. There are eight policies in this group:

- COP01 : Securing Sustainable Local Infrastructure
- COP02 : Retention and Enhancement of Recreational and Local Green/Open Spaces
- COP03 : Retention of Local Retail Facilities
- COP04 : Building Extensions and Infill Housing
 - COP04.1 : Building Extensions
 - COP04.2 : Infill housing
 - COP04.3 : Loss of existing car parking
 - COP04.4 : Accessible/Single Level Housing

Policy COP01 : Securing Sustainable Local Infrastructure

Development will be permitted where the social, physical and green infrastructure needed to support the proposed development is in place, or can be provided in a timely manner through developer funded contributions.

- 96 This policy addresses the local concerns set out in paragraphs 35 through 39 and paragraph 47 above, and objectives a., b., d., f. and j. in Section 8. It complements Policy DP18 of the draft District Plan; placing the emphasis on the local needs identified by the public consultations during the development of this Plan.
- 97 Financial contributions will be required, as appropriate, and where permissible, from each developer to meet local priorities for sustainable local provision of:
- a. Sewerage removal and treatment
 - b. Flood prevention and management
 - c. Electricity and Gas supply
 - d. Potable water supply
 - e. Schooling
 - f. Healthcare and medical services
 - g. Fixed and mobile telecommunications links
 - h. Roads, bridleways, cycle paths, footpaths, parking and speed management tools.
 - i. Green spaces, allotments, and community gardens
 - j. Sports and recreation facilities
 - k. Additional local community facilities such as:
 - Retention of registered Assets of Community Value (ACVs)
 - Traffic management and sustainable transport links with other communities
 - Youth and other clubs
 - Minor works such as noticeboards and signage
 - Accessible services and facilities for the elderly and disabled
- 98 The 2013 Neighbourhood Plan Survey did not try to establish the relative priority of the infrastructure problems. The Neighbourhood Plan Sub-committee has engaged with the key service providers to understand the extent to which intervention can be effective. The explicit links between services such as the ability of the power network to support the pumps required for improvements in the sewerage infrastructure, means that enhancement of the stressed local services in isolation from each other is unlikely to lead to a sustainable overall outcome.

Policy COP02 : Local Green/Open Spaces

The following areas, and as shown in Figure 8, are designated as local green/open spaces, with NPPF qualifications in brackets:

1. Copthorne Worth Parish Council areas in Brookhill Road (In reasonable proximity to the community it serves, an entrance to the village)
2. Westway designated green space area (Demonstrably special to the local community, area of tranquillity and a wildlife location).
3. Common land (Recreational value)
4. Village Green (Historically significant)
5. Copthorne golf course (Recreational value - common land dominates)
6. Copthorne recreation ground and skate park (Recreational value)
7. Humphrys Field (Special local significance, *gifted in perpetuity* to the village)
8. Lashmere and Westway play areas (Recreational value)
9. Erica Way Open Space (Recreational value, woodland, dog walking area)
10. *Field at end of Bramble Close (where old Guide HQ was located)*
11. Green triangle at junction of Copthorne Bank & Borers Arms Road (Local significance, location of the *Queen's Jubilee Oak*)

Proposals for built development on these Local Green/Open Space, or on land registered as an ACV, will not be permitted unless:

- a. 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
- b. The proposal would result in the development of local community infrastructure *and be of an appropriate and limited nature, so as not to prevent the use, role and function of the local green space.*
- c. The proposal relates to essential water or waste water infrastructure which cannot be reasonably located elsewhere (see Figure 8).

99 Other assets for consideration: **Burstow Garden** Allotments and King George V Playing Field are in Burstow Parish, not Worth Parish. Nevertheless, the majority of users are from Copthorne and they should have consideration as assets of community value for Copthorne.

100 Note: **Burstow Garden** Allotments and King George V Field are not in Copthorne (although the King George V Field is owned by Worth Parish Council), as they are in Burstow Parish. However, they are largely dependent on use by Copthorne residents and are thus included above. These spaces are highly valued by, the local community, in what is one of the most densely-populated parishes in the district. This policy addresses the local concerns set out in paragraphs 55 and 78 above and objectives a., d., g., j., n., o., and p. in Section 8. It complements Policy DP22 of the draft District Plan, placing the emphasis on the local needs identified by the public consultations during the development of this Plan.

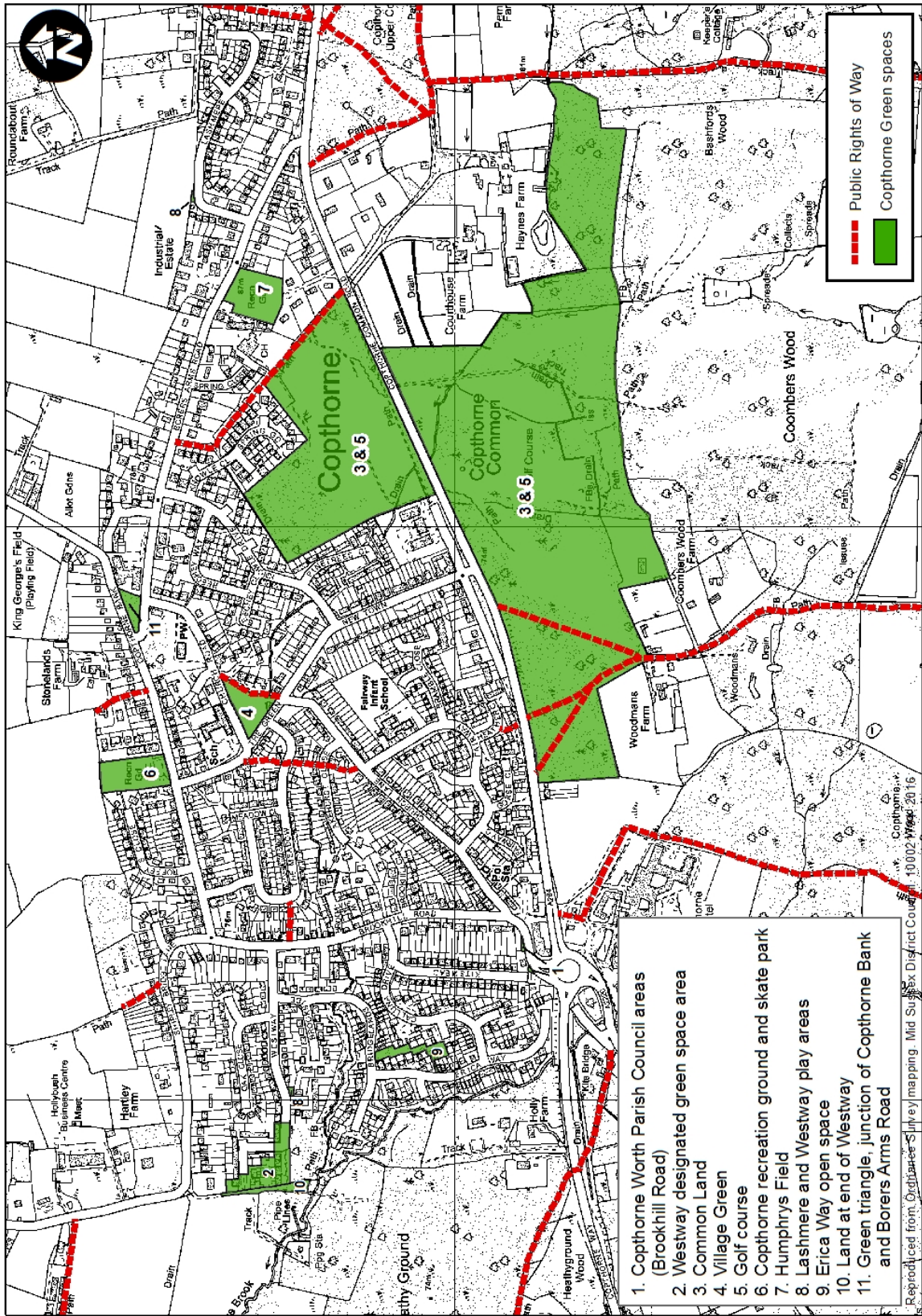


Figure 8. Recreational and Local Green/Open Spaces and Public Rights of Way in the Cophorne Neighbourhood Plan Area.

Policy COP03 : Retail Uses and Public Houses

Subject to the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) proposals to change the use of existing shops and retail premises within the village boundary will generally be resisted, unless it can be demonstrated their continued use is no longer viable. Also, proposals for the change of use of an existing shop (A1) premises to financial/professional services (A2), or to a restaurant/café (A3) or to an office (B1a) will be supported provided:

- a. it can be demonstrated that the established A1 use premises are no longer economically viable;*
- b. the proportional number of non-A1 uses to A1 uses will not exceed 50% as a result of the change of use; and*
- c. the design and/or use will not result in avoidable harm to the significance of a Listed Building or other Buildings Of Merit (including Asset of Community Value or Heritage Asset) that is not justified by public benefits delivered by the proposal.*

Proposals for a change of use or redevelopment which would result in the loss of a public house will not be permitted other than in exceptional circumstances where a change of use to another community use or residential use will be permitted provided that:

- it can be shown that the existing use is no longer viable; and*
- the proposal would not have an unacceptable impact on the amenity of the area.*
- proposals for the retention of public houses which include proposals for a mixed use, combining the public house function with that of a shop, post office, bed and breakfast or self-catering facility, will be supported.*

- 101 This policy addresses the local concerns set out in paragraphs 70 through 73 above, and objectives and k. and l. in Section 8. It complements Policy DP4 of the draft District Plan, placing the emphasis on the local needs identified by the public consultations during the development of this Plan.
- 102 The Neighbourhood Plan will support initiatives on village centre renewal and encourage local traders and other partners to bring forward proposals to improve the vitality and viability of Copthorne village centre.
- 103 The boundary of the village centre has been drawn to include all current retail and service-related uses in these locations that are recognised by the local community as their local centre. In places, the boundary includes uses that are not conventional village centre uses to maintain a visual coherence to the centre but these have been kept to a minimum.

Policy COP04 : Building Extensions and Infill Housing

104 This policy is divided into four elements namely:

- | | |
|---------|--|
| COP04.1 | A general policy on building extensions with a focus on scale/mass/amenity. |
| COP04.2 | A general policy on infill housing (with a focus on plot size/circulation) |
| COP04.3 | A general policy seeking to resist the loss of existing off street car parking. |
| COP04.4 | A policy seeking to resist proposals to increase significantly the size of existing single level/easy access dwellings |

Policy COP04.1 Building Extensions.

Building extensions will be permitted provided they are in accordance with the Neighbourhood Plan and meet the following criteria:

- a) *The scale, height and form of the extension should be subservient to the existing building and should be in character with the street scene. Where appropriate, special regard should be paid to sustaining and enhancing the setting and features of heritage assets and the areas of townscape character.*
- b) *The traditional boundary treatment of an area is retained and where feasible reinforced.*
- c) *Suitable access and on- site parking is provided without detriment to neighbouring properties.*
- d) *Amenities such as access, noise, privacy, daylight, sunlight and outlook of adjoining residents are safeguarded.*
- e) *The positive character of historic vistas as shown in Figure X are sustained and where possible enhanced. These are identified as:*
 - *Edge of Copthorne Common south of A264*
 - *Copthorne Golf Course north of A264*
 - *All brooks and streams within village boundary*
 - *Views across to North and South Downs*
 - *Rowfant and its surrounding landscape*
- f) *Materials are compatible with materials of existing/surrounding buildings.*

Policy COP04.2 Infill Housing.

Infill housing within the settlement area will be permitted provided it is in accordance with the Neighbourhood Plan and meets all the following criteria:

- a) The spacing between buildings reflects the character of the street scene.*
- b) The plot size is appropriate to the scale of the building.*
- c) Historic sightlines which provide views out of the village to surrounding countryside are maintained, as shown in Figure X, in line with COP04.1 e)*
- d) materials are complementary to the character of existing/surrounding buildings*
- e) The traditional boundary treatment of an area is retained and where feasible reinforced.*
- f) Suitable access and on-site parking is provided without detriment to neighbouring properties and pavements, pathways, footpaths, established tracks and twittens.*
- g) Amenities such as access, noise, privacy, daylight, sunlight and outlook of adjoining residents are safeguarded.*
- h) The scale, height and form of infill housing should be subservient or equal to the existing buildings and should be in character with the street scene. Where appropriate, special regard should be paid to sustaining and enhancing the setting and features of heritage assets and the areas of townscape character.*
- i) Applications on brownfield sites will be particularly supported, providing they meet all planning criteria (Local, District and National).*

105 Concerning Policy COP04.2, it is anticipated that the majority of infill development can be on brownfield sites.

Policy COP04.3 Loss of existing car parking.

Subject to the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) developments within the defined village boundary which propose to remove recognised off-road parking spaces on a site will only be permitted where alternative provision is made which increases or maintains the number of accessible parking spaces available on or within the immediate vicinity of the site.

In cases where planning permission is necessary for alterations and extensions to properties support will not be given for the conversion of garage space to habitable rooms/residential use unless there is adequate space to park cars off street in line with the parking standards in appendix 1.

In cases where planning permission is necessary for a dropped kerb support will not be given unless there is adequate space to park cars off street in line with the parking standards below.

New Homes Parking

New residential development must provide the following minimum levels of off-street parking (including garages) as detailed in the table below.

1-2 bedroom dwellings

Two on-plot car parking spaces

3+ bedroom dwellings

One on-plot car parking space per bedroom

106 The objective of this policy is to ensure that there is adequate parking provided and retained in the neighbourhood area. A high level of car ownership has led to parking congestion in some localities.

Policy COP04.4 Accessible/Single Level Housing.

Subject to the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the Neighbourhood Plan will resist proposals to significantly increase the gross internal floor space of existing single level, easy access dwellings that will result in the loss of local homes especially suited to occupation by older people. These properties will be defined by being within the Village Boundary with a gross internal floor space not greater than 100 m2. These properties will be limited to total single storey extensions not exceeding 20% of the existing gross internal floor space other than in exceptional circumstances, where clear evidence will need to be provided to show that the internal form or special features prevent some of the requirements being met.

(Reference Turners Hill policy) Which part?

107 This group of policies recognises the contribution that sustainable new development can make to its immediate locality. They addresses the local concerns set out in paragraphs 50 through 60 above and objectives f., g., h., and j. in Section 8. Together they complement Policies DP23, DP24, and DP26 of the draft District Plan; placing the emphasis on the local needs identified by the public consultations during the development of this Plan.

108 The third element specifically addresses the relatively high level of car ownership level in the village, excessive on-street parking and above average vehicle movements to and from places of work. These problems are in part the result of a lack of affordable housing, which means that young car owning people are not in a financial position to leave home. Car parking is a problem throughout the village and has reached the point in some locations where at certain times of the day access for emergency services , trades and delivery services is difficult and public transport

can be disrupted. This policy aims to minimise further inappropriate parking due to development of existing dwellings.

- 109 The fourth element seeks to retain within the village an existing relatively small supply of single level easy access dwellings which can support the findings of the Housing Study as properties which older villagers can downsize to. The number for existing gross internal floor space uses that specified in the existing Local Plan for small dwellings outside the village boundary.

The extension allowance of 20% will allow a reasonable but not disproportionately large development potential.

9.2 Policies Promoting the Design and Delivery of High Quality Homes

- 110 There are two policies in this group.

- COP05 : Control of New Developments
- COP06 : Sustainable Drainage Systems

Specific measures in relation to sustainable design are covered through the NPPF and part L and part M of the Building Regulations and are not repeated in this Plan

Policy COP05 : Control of New Developments

Subject to the other policies of this Neighbourhood Plan; within the Copthorne Neighbourhood Plan area, planning permission will be granted for sustainable residential development subject to all the following criteria:

- a) Developments on brownfield sites will generally be supported as long as they meet all other planning criteria.
- b) The scale height and form fit unobtrusively with the surrounding buildings and the character of the area or street scene and are not of a gated development and/or separate design. Where appropriate, special regard should be shown to sustaining and enhancing the setting and features of Heritage Assets (see Glossary) and the areas of Townscape Character. This reflects the requirements of paragraph 59 and the last sentence of paragraph 60 of the NPPF.¹⁰
- c) Any development must be integrated¹¹ into the village and provide adequate access to WSCC standards (whether adopted or not) with density on each site fully reflecting the character and appearance of the surrounding area.
- d) Amenities such as access, noise, privacy, daylight, sunlight and outlook of adjoining residents are not subject to significant harm, as defined in the MSDC Local Plan¹².
- e) Planning applications submitted as smaller parts of a larger site or sites must demonstrate how they would relate to and accord with broader development principles and proposals for the larger site or sites.
- f) Open green spaces, including LAPs, LEAPs and NEAPs, are provided in accordance with the Local Plan standard provisions.
Where practical open spaces should provide linkage/connection to elements of the local footpath network.
- g) Gaps which provide historic vistas out of the village to surrounding countryside are to be maintained. Historic vistas are listed under Policy 4.1 e).
- h) Construction materials are compatible with the materials of the general area and are locally sourced where practical.
- i) Suitable access and on-site parking is provided without significant harm to neighbouring properties. See "New Homes Parking" under COP04.3.
- j) Includes affordable homes as required by District policy.
- k) Developments of 6¹³ or more dwellings should provide a mix of dwelling sizes (market and affordable) that fall within the following ranges: **NOTE: This section to be rewritten**

Market Housing	At least 75% 2-3 bedroom houses and up to 25% other sizes
Affordable Housing	At least 80% 2-3 bedroom houses and

¹⁰ The last sentence of paragraph 60 of the NPPF: "It is, however, proper to seek to promote or reinforce local distinctiveness."

¹¹ Local precedent. See MSDC Planning Committee's response to the declined Application WP/06/00773/FUL (Little Dippen, Shipley Bridge Lane) for the meaning of "integrated" in this context.

¹² http://www.midsussex.gov.uk/media/4363/the_built_environment.pdf

¹³ The number 6 reflect the MSDC designation of "smaller sites" while enabling a useable split using the housing mix requirements

111 This policy addresses the local concerns set out in paragraphs 50 through 69 above, and objectives a., c., e., f., g., h. and j. in Section 8. The policy complements a number of policies¹⁵ in the draft District Plan, placing the emphasis on the local needs identified by the public consultations during the development of this Plan.

Policy COP06 : Sustainable Drainage Systems

Development proposals will be expected to demonstrate that they include sustainable drainage systems designed to manage the risk of surface water flooding within their boundaries, and that they will not increase flood risk elsewhere in the Neighbourhood Plan Area. The use of SuDs or other construction inside the buffer zone for ancient woodland, veteran trees or trees of merit is not permitted. Examples of sustainable drainage systems include permeable driveways and parking areas, water harvesting and storage features (rain/grey), green roofs and soakaways. The preferred hierarchy of managing surface water drainage from any development is:

- 1) infiltration measures;*
- 2) attenuation and discharge to watercourses;*
- 3) discharge to surface water only sewers.*
- 4) must not drain to foul sewer.*

Such measures should protect the amenity and security of other properties and should not adversely affect the water table and associated aquifers or ancient woodland. Arrangements for the maintenance of drainage systems shall be required as a condition of planning permissions and these arrangements shall include details of who will manage and fund the maintenance for the lifetime of the development.” NOTE: Does this mean in perpetuity? If so, reword.

Development will not be permitted in flood attenuation areas where that development would reduce the ability of that area to alleviate flooding.

It is the responsibility of a developer to make proper provision for surface water drainage to ground, water course or surface water sewer. It must not be allowed to drain to the foul sewer as this is the major contributor to sewer flooding.

Proposals that would create new culverts (unless essential to the provision of access to water courses) will not be permitted.

Proposals that result in the loss of open water courses will not be permitted.

112 This policy addresses the local concerns set out in paragraphs 47 and 48 above, and objective i. in Section 8. It complements Policy DP4¹ in the draft District Plan, placing the emphasis on the local needs identified by the public consultations during the development of this Plan, which should include full and appropriate consideration by MSDC regarding co-operation and impacts of developments, either in execution or under consideration by the adjoining Crawley and Tandridge authorities.

¹⁴ The numbers are based on the need to meet the findings of the village housing study which clearly identified the above mix to meet the needs of those entering the housing market and those wishing to down size and release larger houses to the market.

¹⁵ Policies DP23, DP24, DP26, DP27 and DP28

Comments added from Thames Water, Alan Brooks, Cheesmurs and Budgen. Comments from Thames Water under COP01 have NOT been added – sub-committee to advise. Note query re “perpetuity”.

9.3 Policy Promoting a Prosperous Rural Economy

Policy COP07: Retention of Existing Employment Sites and use of Vernacular Buildings

Subject to the provisions of the Town and Country Planning (General Permitted Development) (England) Order for 2015 (or any order revoking or re-enacting that order with or without modification):

Part 1

Proposals for the use of land or buildings on existing employment sites for uses other than employment purposes will not be permitted unless:

- a. it can be demonstrated that the on-going use of the premises or land for employment purposes is no longer viable.*
- b. the alternative proposal would provide demonstrable employment benefits to the local community and contribute to its long-term sustainability*

Part 2

New business development on land already in commercial use will be supported subject to the following criteria:

- c. the scale and nature of the proposals would not have significant harmful impact on the amenities of adjoining activities.*
- d. the scale of the proposal is proportionate to the existing size of the building.*
- e. the scale and nature of the proposals would not have unacceptable conflicts with agriculture and other land-use activities.*
- f. the proposal would not have unacceptable impact on the local road network.*

Part 3

Proposals for the use of vernacular buildings for employment use will be permitted subject to the following criteria:

- g. the proposal will not result in unjustified harm to a building that makes a positive contribution to the character or appearance of the area and where practicable sustain or enhance the area's character or appearance through the design and quality of construction of any additional external elements that may be necessary.*
- h. the building is of permanent and substantial construction and is capable of being converted to an employment use without disproportionate rebuilding or enlargement.*
- i. The scale and type of employment use is suitable for the building and its location.*
- j. the scale and nature of the proposals would not have significant harmful impacts on the amenities of adjoining activities.*
- k. the scale and nature of the proposals would not have unacceptable conflicts with agriculture and other land-use activities.*
- l. the proposal would not have unacceptable impacts on the local road network.*
- m. an appropriate regard must be shown to the need to sustain and, where possible, enhance the appearance of any heritage assets that may be affected, including the areas of townscape character, which are considered to represent a form of non-designated heritage asset. Proposals should seek to sustain or enhance the contribution made by the setting of heritage assets as well as their physical fabric.*

113 This policy addresses the local concerns set out in paragraph 51 above, and objectives k. and l. in Section 8, focussed upon the retention of commercial/vernacular buildings, placing the emphasis on the local needs identified by the public consultations during the development of this Plan.

9.4 Policies Promoting the Natural Environment

114 There are three policies in this group:

- COP8 : Prevention of Coalescence
- COP9 : Protect and Enhance Biodiversity
- COP10 : Environment and Pollution

Policy COP08 : Prevention of Coalescence (Actual or Perceived)

Development outside the BUAB which impinges on local gaps and the Green Ring (see Definitions for description) as shown in Figures 1 and 3 will only be permitted if it can be demonstrated that:

- It does not detract from the openness and character of the landscape, or have a detrimental impact on the perception thereof.*
- It does not contribute to 'ribbon development' along the roads or paths linking the village to neighbouring settlements of Crawley Down, Snow Hill, Burstow and Crawley.*
- It does not reduce individually or cumulatively the gaps between the village and the neighbouring settlements of Crawley Down, Snow Hill, Burstow, Shipley Bridge, Smallfield, Rowfant, Domewood and Crawley.*
- We note that some settlements fall outside the Neighbourhood Plan Area which may impact the ability of this policy to control development. However, those gaps referenced in COP08 c) are covered by Green Belt policy in the adjacent Tandridge Local Plan.*

115 This policy addresses the local concerns set out in paragraphs 78 and 79 above, and objectives a., e., g., j. and p. in Section 8. It complements Policy DP11 in the draft District Plan (see below), placing the emphasis on the local needs as identified by the public consultations during the development of this Plan.

Comments from Tandridge DC incorporated.. Maps to be added/amended.

Policy COP09 : Protect and Enhance Biodiversity

Proposals for new residential, employment and retail development will be expected to protect and enhance biodiversity and wildlife. In particular planning applications for these proposals will be assessed against **all** the following criteria:

- a. The safeguarding or protection of designated sites, protected species, ancient or species rich hedgerows, shaws, grasslands and woodlands
- b. The provision of appropriate buffer zones around designated sites, features and brooks and waterways, and/or the implementation of appropriate mitigation features
- c. The safeguarding and preservation of ecological networks
- d. The protection of trees of arboricultural or amenity value
- e. The appropriate planting of new native trees and hedges
- f. The use and adoption of sustainable drainage facilities and a restrictive use of storage lagoons or similar retentive systems discharging to surface water receptors within root protection zones and landscape buffers is considered to be a highly undesirable practice and will be resisted.
- g. Agricultural Survey **NOTE: what does this mean?**
- h. Retain trees of merit, especially the Ancient North to South Oak lines within the village **see Figure X**

Not actioned. Further clarification required. New map required. CVA comments not included (bunds)

- 116 This policy addresses the local concerns set out in paragraphs 76 through 79 above, and objectives a., j., n. and o. in Section 8. It complements Policy DP37 in the draft District Plan, placing the emphasis on the local needs as identified by the public consultations during the development of this Plan.

Policy COP10 : Environment and Pollution

There are many sources of pollution. We will support development where it is proven that the distance from the source of the pollution is such that the levels of pollution are within the safe limits as laid down by current Health and Safety Standards.

Where proposed development is likely to be exposed to pollution levels that are likely to be close to or beyond the currently acceptable Health and safety limits or other standards laid down by current law sufficient mitigation measures must be undertaken to guarantee that the final levels of pollution are within those acceptable limits, as defined above.

- 117 Such developments must ensure that they will cause no harm, as suggested within the Government Select Committee Recommendation of November 2014, also being mindful of current and emerging EU limits and NPPF legislation, complementing DP47.

9.5 Policy Promoting Sustainable Transport

Policy COP11 : Promoting Sustainable Transport

*Development that does not conflict with other policies will be permitted providing that it promotes sustainable transport within the Neighbourhood **Plan** Area by:*

- a) Providing safely located vehicular and pedestrian access with adequate visibility.*
- b) Demonstrating that adequate sustainable transport links to the principal village facilities including the village centre, the primary school, retail facilities, GPs' Surgery, recreation open space and other transport links already exist or will be provided.*
- c) Identifying and undertaking appropriate measures, such as highway improvements, to address any transport infrastructure inadequacies **prior to** development commencing.*
- d) Where development would add to traffic congestion within the village or routes into and out of the village and rural lanes, proposals should be brought forward to mitigate any traffic impact or contribute funding towards local transport schemes, including the introduction of speed management systems.*
- e) Proposals for new developments should include secure storage suitable for cycles.*
- f) Development proposals would maintain or enhance the existing public footpaths, rights of way, bridle paths, cycle ways and twittens.*
- g) A full transport assessment is provided using relevant, current and timely data and identified issues addressed for developments of more than 50 **dwelling**s, using all available data and reports; identified issues in the assessment must be addressed by the development proposal; the assessment will include the cumulative effects of other pending development proposals. **"Developments" in this context includes proposed developments in the emerging Mid Sussex District Plan and planning application decisions pending, as well as permitted developments.***

118 This policy addresses the local concerns set out in paragraphs 53 and 80 through 88 above, and objectives q., r. and t. in Section 8. It complements Policy DP19 in the draft District Plan, placing the emphasis on the local needs as identified by the public consultations during the development of this Plan.

9.6 Special Policy for Lych Gate

Policy COP12 : Lych Gate

The historic Copthorne Lych Gate is unique, situated at the entrance to St John the Evangelist churchyard (see Figure 8), and any development opportunity should not impact upon its integrity and setting.

119 The Lych Gate does not belong to the church, although it is very much associated with it so far as village residents are concerned. It is unique within the United Kingdom as it contains the names of all the village combatants in World War I

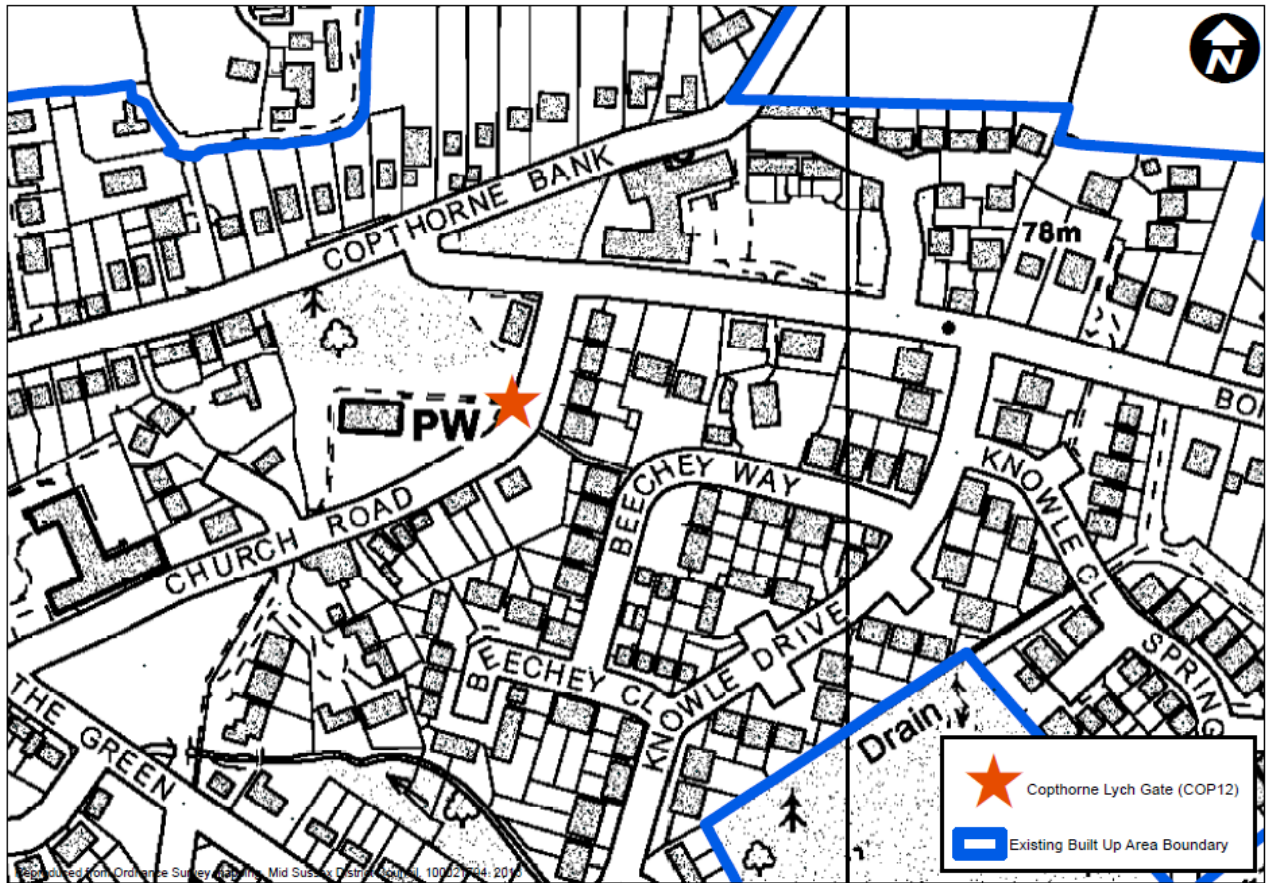


Figure 9. Map Showing Location of Lych Gate (Policy COP12)

10. Neighbourhood Plan Proposals

- 120 This section sets out a number of proposals for activities intended to meet the objectives of this plan and deliver the vision in Section 7 above. It is expected that these proposals will be taken forward as part of the annual business plans of Worth Parish Council.
- 121 It is expected that these proposals will be funded by the developments undertaken in Worth Parish and all S106/CIL monies derived from such development shall be allocated within the Parish.

Proposal 01 : Protection for Assets of Community Value

The Parish Council proposes the following buildings and land are assessed by Mid Sussex District Council for designation as Assets of Community Value (ACV) as a result of their acknowledged importance to the life and enjoyment of the community:

1. Prince Albert Public House
2. The Lych Gate
3. The Village Hall
4. The Social Club
5. The Scout Headquarters
6. The Guide Headquarters
7. Delmar Morgan Institute
8. The Parish Hub
9. St John the Evangelist Church
10. Listed Buildings
11. The Village Green
12. Humphrys Field
13. The Recreation Ground
14. Rowfant House
15. Old Hollow Fishery
16. Copthorne Golf Course and Buildings
17. The Copthorne Hotel
18. The Gables

This list to be annually reviewed by the Parish Council.

- 122 This proposal addresses objectives a. and d. in Section 8.
- 123 WPC will submit applications when appropriate to the local planning authority to consider for designation a number of prospective Assets of Community Value, in line with the Community Right to Bid provisions of the Localism Act 2011. The Parish Council is a qualifying body to make such a proposal to the District Council.
- 124 The assets listed in the policy are all considered to meet the definition of the Act, i.e. that “a community asset is a local building or piece of land which the community considers to be of particular value to the local community. Each community is free to decide for itself what it values.” All the assets listed are considered to meet this criteria and it is expected that others will be identified when reviewed by WPC.

- 125 Any development proposals which potentially adversely affect the value of an ACV will be resisted, unless clear evidence is provided that the development is essential to viability of the asset.
- 126 King George V Field and the village allotments are already registered as Assets of Community Value by Tandridge District Council.

Proposal 02 : Traffic Management and Sustainable Transport

The Parish Council will promote proposals for improvements, including:

- a) To manage traffic speeds on the Brookhill Road;
- b) To manage traffic speeds within the village, including, but not limited to, Copthorne Bank, Borers Arms Road, Church Lane, Newtown and Church Road;
- c) To improve the junction at Borers Arms Road and the A264;
- d) To improve the junction at Newtown and the A264;
- e) To improve the junction at Brookhill Road with Calluna Drive;
- f) To improve the junction at Brookhill Road with Westway;
- g) To improve and expand public, private and voluntary transport services to Crawley, Gatwick, Horley, East Grinstead, out of town shopping centres, schools, local hospitals and other medical centres;
- h) To support creation of controlled parking zones at appropriate locations within the village

- 127 This proposal addresses objectives a., s. and t. in Section 8.
- 128 An efficient transport infrastructure and services plays an important role in facilitating sustainable development and also in contributing to wider health objectives. For that reason, local transport arrangements need to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.
- 129 The Ward and Parish have limited scope for local employment. People in the area rely more on private transport and, in general, spend more on transport than their urban counterparts.
- 130 For the most part, managing transport infrastructure and services falls outside of the land use planning system. However, the CNP and the development plan together can ensure the Travel Plans, Transport Assessments and Statements that accompany future planning applications provide a way of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. This CNP proposal can also encourage investment by the local highways authority and by future developers in its specific proposals.

Proposal 03 : Enhancement of Green Infrastructure

The Parish Council proposes the implementation over the plan period of a green infrastructure strategy that will deliver a combination of new and improved assets as follows, to be secured through the development and improvement of land and support to village organisations:

- a) Additional varied sports facilities
- b) Natural open spaces
- c) Informal recreational areas
- d) Street tree planting
- e) Sites of interest for nature conservation
- f) Further Allotments or community gardens
- g) Additional Play areas
- h) The management of all new assets will be integrated with those currently existing in the ownership of the Parish Council. The use of site-specific management arrangements will be discouraged.

131 This proposal addresses objectives a., d., m., n. and o. in Section 8.

Proposal 04 : Primary Education for Village Children

This proposal provides support in principle for any potential re-organisation of primary and infant school provision in the Copthorne village to benefit local families and to anticipate the increasing demand as a result of existing capacity issues and any future housing growth.

Parents have always been at risk of school place allocations out of the village and some distance away at times of oversubscription. WPC believes it is the right of any village child to a place in the village schools should they wish to avail themselves of it.

The schools are seen as fundamental social centres which reinforce sense of community. Weakening that influence by dispersing children over a much wider area can easily lead to a loss of identity and increase in anti-social behaviour.

132 This proposal addresses objective b. in Section 8.

Proposal 05 : Affordable Housing for Local Needs

This proposal recognises the need to identify and work with partners to deliver affordable housing for local needs as identified in the 2014/2015 Housing Surveys.

133 This proposal addresses objectives c., f., g. and h. in Section 8.

11. Summary

134 This is the Neighbourhood Plan for the village of Copthorne and the surrounding countryside. The Plan is based on substantial consultation with the local population to identify and develop solutions for key local issues. It covers the period 2014 to 2031 and sets out a clear vision for the future of Copthorne together with the policies and projects to realise this vision.

135 This Plan sets out 12 policies and 5 proposals which, together with the policies of the NPPF and the Local Plan, will deliver sustainable development over the plan period.

Index of Evidence

General – The following documents and information are provided as part of the evidence base to formulate the Plan. Reference can be made to www.copthorneplan.org.uk for information.

It is recorded that, although the Built Up Area of Copthorne Village is NOT in an area of AONB, that part of the southern area below the A264 of the Copthorne and Worth Neighbourhood Plan Area does lie in the AONB and must be protected.

- Copthorne Neighbourhood Plan analysis and reports of Public Meetings and Events (as detailed on page 49)
- Copthorne and Worth Ward Sustainability Appraisal Scoping Report for Sustainability Appraisal December 2014 Consultation Draft document.
- Copthorne Sustainability Report and Sustainability Appraisal (Incorporating the SEA) First Draft September 2015.
- Landscape buffer strips for protection of trees, woods and other wildlife habitats and Sussex Wildlife Trust – October 2005.
- Ancient tree Guides No 3 – Trees and Development Woodland Trust – October 2007.
- Impacts of nearby development on the ecology of ancient woodland (joint document) – October 2008.
- Impacts of nearby development on ancient woodland – addendum, Woodland Trust December 2012
- Standing Advice for Ancient Woodland and Veteran trees – Forestry Commission 7th April 2014.
- Manual for Streets, Department of Transport – 2007.
- LTN1/04 – Policy and Design for walking and cycling – Department of Transport.
- Housing needs Survey – Worth Parish Mid Sussex District -2009
- Woodland Trust June 2012: WoodWatch – Working with the NPPF.
- Mid –Sussex Neighbourhood Plans Strategic Environmental Assessment, Screening Report- June 2013.
- Report of Copthorne perceived Housing needs Survey – February 2014
- Landscape Character Area 7, High Weald Plateau; Mid Sussex District Council 2005
- A revision of the Ancient Woodland Inventory for Mid Sussex District, West Sussex; Weald Ancient Woodland Survey, High Weald ANOB Unit, 2007
- Rural Community Profile for Worth (Parish), Action with Communities in Rural England (ACRE) Rural Evidence Project; ACRE, OCSI, AirS; July 2013
- Land at Copthorne Brook + 1km radius ESD/13/258 30th April 2013
- Desktop Biodiversity Report Land at Copthorne Village ESD/14/72 11th February 2014
- Rural community profile for Copthorne (Urban sub-area) Action with Communities in Rural England (ACRE) Rural evidence project August 2013
- Analyses of Community Questionnaire from Public Open Event 23rd November 2013
- *Copthorne State of the Village Report February 2014 (historic information only)*

Statement of Community Involvement

The Neighbourhood Plan is based on substantial consultation with the local population to identify and develop solutions for key local issues. It covers the period 2014 to 2031 and sets out a clear vision for the future of Copthorne together with the policies and proposals to realise this vision.

Background and initial publicity

Application for designation was sought by Worth Parish Council in April 2012. MSDC granted permission in July 2012. Although Worth Parish encompasses the villages of Copthorne and Crawley Down, separate designations were sought for each village because of the separate identities and character of the two villages and the differing issues to be addressed. The designations areas were based on associated Parish Wards.

In the Winter Newsletter (published in February 2012¹⁶), Worth Parish Council had previously

- Highlighted the impact of the Localism Act in the “Letter from the Chairman”,
- Explained the concept of Neighbourhood Plans,
- Gave notification of Application for Designation, and,
- Sought initial resident feedback via a short survey

February 2012 marked a significant change in the way in which Worth Parish Council published and distributed newsletters. Prior to this date, distribution was based on the use of discrete collection points. From February onwards, the quarterly Newsletter was incorporated in the appropriate Church Magazines for each village. As such, they are distributed to every house in both villages: thereby ensuring that Worth Parish Council is able to keep everyone informed of plans and actions to improve the wellbeing of Parish Communities. The Copthorne Magazine is published bi-monthly and is delivered to all households in Copthorne by its own volunteer distribution network.

Formation and Evolution of the Steering Group

In summer 2012, direct contacts were made with local community groups/organisations and invitations extended for representatives and interested residents to attend an initial meeting. This was held on 25th October 2012 at the Haven Centre.

The Chairman of Worth Parish Council, supported by fellow councillors, explained the background, the results of the first survey, the process, the benefits and initial work required, then sought volunteers to take the plan forward.

The initial group included parish and district councillors, representatives from the Scouts, the parochial church council, the residents’ association, a management consultant, businesswomen, a retired GP, a retired airline pilot, an accountant, an industrial chemist, a retired pharmaceutical chemist, a retired teacher and a procurement manager. The group were later joined by a business consultant and a retired architect. As might be expected the composition of the group did vary according to the stage of the plan and immediate work in hand and those with special interests/experience were invited to participate in appropriate Working Groups.

Following implementation of the Worth Parish Council governance review in November 2013, an overarching Neighbourhood Plan Committee was formed with the two independent village steering groups reporting to it as formal sub-committees. Each sub-committee elected representatives to sit on the main committee.

¹⁶ http://www.copthorneplan.org.uk/information/120201_Copthorne_Parish_Magazine.pdf

Membership of the sub-committees is by proposal and endorsement by the main committee. Full terms of reference were published and are available on the Worth Parish Council website¹⁷.

Throughout the preparation of the Neighbourhood Plan the individuals involved have attended training sessions and other meetings, organised by MSDC, in order to ensure that the Plan represents best practice in this evolving area of Local Government, and reflects the emerging District Plan.

In addition to working in close consultation with MSDC and the team preparing the Crawley Down Neighbourhood Plan, the Copthorne sub-committee has held regular meetings to discuss over-arching issues with the adjoining or nearby Parish Councils of Turners Hill, Ashurst Wood, West Hoathly, Balcombe, and Ardingly and also with East Grinstead Town Council.

Communication

Open Meetings

There have been a number of public open meetings or events held in the village during the preparation of the Copthorne Neighbourhood Plan during 2013/2014 as follows:-

The opening event was held in the Delmar Morgan Institute on 21st April 2013 when a number of possible development sites were displayed for public consideration and comment. The next open event was held on 28th November 2013 to receive general public opinions for all future development criteria in the village. This was followed on 27th February 2014 by a village-wide Housing Survey questionnaire, followed by a specifically targeted survey in 2015. Finally a Landowner/ Developer presentation was made on 7th April 2014.

Analysis and reports of the community feedback from all these events were prepared for public interest and for future reference as required in the preparation of the Copthorne Neighbourhood Plan and can be accessed on the website or by request.

Website

The Plan website <http://www.copthorneplan.org.uk> came online at the beginning of April 2013. The Home page currently lists all significant updates since first coming online. It has been used as:

- A source of general information on Neighbourhood Planning,
- Online submission of survey input
- Publicity for Neighbourhood Plan events and surveys,
- Update on plan progress
- General planning news appropriate to the process
- A source of Neighbourhood Plan documentation
- A means of providing feedback directly to the Steering Group
- A means of requesting feedback and comment on documentation as it evolves. For instance the initial Sustainability Scoping Report was published for comment on the website as it went online.

The website also hosts a significant proportion of the plan evidence base plus links to MSDC documents and other relevant web based information.

¹⁷ http://worthparishcouncil.co.uk/uploads/standard/2013_Neigh_pla_ToR_Published.pdf

Information & Publicity

During the preparation of the Copthorne Neighbourhood Plan a variety of publicity and information mechanisms have been used. These include:-

- Regular bi-monthly articles published in the Church and Village magazines.
- Worth Parish Council articles published in the Village Magazine to inform the whole community of the Neighbourhood Plan preparation and progress.
- Feedback and analysis from all Public Open Events available to the whole village community on request or from the Plan website.
- Distribution of a Housing Survey in February 2014, with a follow-up survey in 2015, to the whole village.
- Landowner / Developer presentation to the community was made in April 2014.
- A Copthorne Neighbourhood Plan website was set up to inform the community of the preparation and progress of the Village Plan as required.
- Flyers and advertisements of all Public events were displayed as appropriate.
- Information and advertisements were placed in local papers as appropriate from time to time.

Call for sites

A call for sites was issued in December 2013. This was advertised in the local press, on the plan website, on Worth Parish Council website and Noticeboards. MSDC Planning Dept was also informed.

Those landowners who responded were invited to present their proposals to a public meeting (7th April 2014). In inviting presentations, landowners and their agents were directed towards the Sustainability Scoping Report, Housing and general surveys available on the plan website.

Sustainability Scoping Report and SEA

The Scoping Report was first published in Draft form for internal review in February 2013, followed by publication for comment on the plan website in April 2013 when it “went live”. The document continued to be developed and was despatched for Statutory Consultation from 18th December 2014 to 30th January 2015. The responses to consultation were completed by 13th January 2016 when the latest current version of the document 2.1 was baselined.

Work on the SEA began in Spring 2015, with the latest and current baselined version completed in February 2016.

As the call for sites exercise did not produce any offers which satisfied the broad neighbourhood requirements for housing mix etc, a policy driven plan was investigated. In theory, unless sites are allocated for housing an SEA should not be required. However, following the Slaugham examination MSDC mandated an SEA for all Neighbourhood Plans on the precautionary principle (June 2013).

Surveys & Consultation

These included unofficial surveys – feedback from open days and the business event, discussions at the 2015 Carnival and a community breakfast in October 2015, etc. All group members were encouraged to provide feedback from their conversations on the subject

Formal surveys were held in early summer 2014 and late spring 2015, using a mixture of online and hard copy returns. Online input could be given via the Plan website, using downloadable forms or directly via SurveyMonkey. Ready printed forms were available from the Parish Office and the local Post Office shop. The full results are published on the plan website.

At the Open Day in November 2013, visitors to the exhibition were invited to prioritise issues as well as ask questions and provide other feedback

A stakeholders meeting was held on 22nd March 2012, in which representatives of local businesses, community and conservation groups, utility companies, were invited. The meeting was facilitated by AirS and was organised in a number of mixed groups, which then discussed key topics in turn - each with a designated facilitator. A stakeholders' workshop was held on 10th March 2014.

A presentation by landowners was held on 7th April 2014, which was well attended by residents.

The Draft Plan will undergo Statutory Consultation and pre-submission consultation, following which any comments will be collated, discussed and resolved. Both SEA and pre-submission plan may be subject to modification as a result of comments and advice received.

Glossary

ACV	<p>Asset of Community Value.</p> <p>Land or property of importance to a local community which is subject to additional protection from development under the Localism Act 2011. Voluntary and community organisations can nominate an asset to be included on their local authority's register of ACVs.</p> <p>The owner of an ACV must inform the local authority if they wish to sell the asset. If a group wants to buy the asset, they can trigger a moratorium for six months, to give them a chance to raise the money to purchase the asset. There is an associated period of 6 weeks before the moratorium in which the Asset cannot be sold. This is to enable community groups to be formed.</p> <p>The owner does not have to sell to a community group, the ACV listing only improves the chances of community groups being able to purchase by providing more time to raise funds, it does not require the owner to sell at a discount</p>
AONB	Area of Outstanding Natural Beauty
Brownfield	Previously developed land (See definitions)
BUAB	<p>Built-up Area Boundary. This is an important spatial planning tool. It defines a clear distinction between the urban area where certain forms of development are likely to be appropriate and the countryside, where protection and enhancement are of most importance.</p> <p>See Definitions.</p>
CNP	Copthorne Neighbourhood Plan
CNDP	Copthorne Neighbourhood Development Plan
CIL	<p>Community Infrastructure Levy (CIL) - a statutory charge on new development, used to help fund future infrastructure provision.</p> <p>The CIL will replace S106 Planning Obligations as the main source of developer-funded contributions towards infrastructure. MSDC anticipate that CIL will not be in place until the end of 2016 at the earliest.</p>
DCLG	Department for Communities and Local Government.
Greenfield	Land which has not been previously developed.
Green infrastructure	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
HEDNA	Housing and Economic Needs Assessment
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing). (As defined in the NPPF)

HRA	Habitats Regulations Assessment This is a requirement for plans that are likely to lead to significant effects on European sites of nature conservation importance.
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Independent Examination	An examination of a proposed Neighbourhood Plan, carried out by an independent person, set up to consider whether a Neighbourhood Plan meets the basic conditions required.
LAP	Landscaped Area for Play
LEAP	Local Equipped Area for Play
Local Plan	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.
Local Referendum	A direct vote in which communities will be asked to either accept or reject the Neighbourhood Development Plan.
LPA	Local Planning Authority A local planning authority is the local authority or council that is empowered by law to exercise statutory town planning functions for a particular area of the United Kingdom. All references to local planning authority apply to Mid Sussex District Council
MSDC	Mid Sussex District Council
NDP	Neighbourhood Development Plan
NEAP	Neighbourhood Local Equipped Area for Play
NP	Neighbourhood Plan
NPPF	National Planning Policy Framework Published by the government in March 2012. It sets out the Government's planning policies for England and how these are expected to be applied
NPPG	National Planning Policy Guidance
OAN	Objectively Assessed Need
Open Space	All open space of public value, including not just land, but also areas of water (such as ponds, streams, rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and may also act as a visual amenity.
Permitted Development	Rights to carry out certain limited forms of development without the need to make an application for planning permission, as granted under the terms of the Town and Country Planning (General Permitted Development) Order 1995

Pollution	Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity.
Rural Exception site	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

S106	<p>Section 106 (S106) of the Town and Country Planning Act 1990.</p> <p>As part of the planning process, the Council and owners of a property in relation to which planning permission has been applied for may enter into a legal agreement referred to as a “Section 106 Agreement” or “Planning Obligation”. This agreement sets out the terms for the owners or developer to provide or fund the provision of infrastructure, services or other impact mitigation measures on or off the development site. The agreement might also include other provisions that the developer, owners or occupiers of the site will be bound to follow.</p> <p>Payments secured under S106 agreements are collected and administered separately to CIL payments</p>
SA	<p>Sustainability Appraisal</p> <p>A process of appraising policies for their social, economic and environmental effects, which must be applied to all Development Plan Documents and was required for the Neighbourhood Plan. See also SEA.</p>
SEA	<p>Strategic Environmental Assessment. A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.</p>
Shaw	<p>A small group of trees; a thicket.</p>
SuDS	<p>Sustainable Drainage Systems. SuDS can include some or all of following measures and techniques:</p> <ul style="list-style-type: none"> • measures to intercept and store rainwater; • soakaways; • swales designed to hold and gradually release water; • porous urban features that enable run-off to filter through to the ground below instead of running off elsewhere; and/or • basins and pond features designed to hold excess runoff so that it can be discharged in a controlled manner over time <p>Under the Flood and Water Management Act 2010 the responsibility for both the approval of most proposed drainage systems and for their ultimate maintenance and management falls to the ‘Lead Authority’. The approval of the Lead Authority will be subject compliance with national standards and needs to be obtained prior to construction.</p>
Sustainable Transport modes	<p>Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.</p>
Transport Assessment	<p>A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what</p>

	measures will need to be taken to deal with the anticipated transport impacts of the development.
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Use Classes Order	The Town and Country Planning (Use Classes) Order 1987 (as amended) is the statutory instrument that defines the categories of use of buildings or land for the purposes of planning legislation. Planning permission must be obtained to change the use of a building or land to another use class.
Wildlife corridor	Contiguous areas of habitat connecting wildlife populations.
Windfall sites	Sites which have not been specifically identified as available in the Local Plan process.
WPC	Worth Parish Council
WSCC	West Sussex County Council

Definitions

Affordable Housing	<p>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p> <p>Affordable housing does not include low cost market housing</p>
AirS	<p>Action in rural Sussex. http://www.ruralsussex.org.uk/</p>
Available Availability	<p>Availability is the degree to which an item is in a specified operable and committable state. Items may include but not be limited to infrastructure, facilities, systems, subsystems or equipment.</p> <p>Something is said to be available when availability equates to 100%.</p>
Brownfield	<p>Brownfield land is another term for previously developed land, or land that contains or contained a permanent structure and associated infrastructure. Brownfield land occurs in rural and urban areas, but does not include agricultural or forestry land or buildings.</p> <p>The National Planning Policy Framework encourages local authorities to plan to reuse brownfield land before greenfield sites, as long as the brownfield site is not more environmentally valuable. See also greenfield.</p>
Built-Up Area Boundary (BUAB)	<p>Copthorne is a settlement with strong development pressures. As such, there is a clear need for a distinction between the built form of the main settlement where certain forms of development are likely to be appropriate and the countryside, where protection and enhancement are of most importance. The Built Up Area Boundary provides that distinction.</p> <p>It is not simply a means of showing the limits of existing development, as some developed areas lie outside it and some undeveloped areas lie within it.</p> <p>Those areas included within the Built-up Area Boundary must be sustainable and conform to relevant local and national policy to ensure the most appropriate use of land.</p> <p>Outside the boundary only uses appropriate to a countryside location are acceptable.</p> <p>Development that is close to but physically separate from the built-up area should not be included within the built-up area boundary (including ribbon and fragmented development). This is to maintain a strongly defined boundary and to avoid areas of countryside from being unnecessarily included within the BUAB.</p> <p>The BUAB does not include</p> <ul style="list-style-type: none"> • school playing fields, caravan and camping sites, recreation grounds and allotments, where these adjoin the rural area; • groups of isolated houses or other buildings where infilling would not be acceptable • land within the curtilage of dwelling houses which adjoin the rural area, where ‘back land’ development would not be acceptable. • Land outside a strongly definable boundary

	<ul style="list-style-type: none"> • Rural exception sites, which are outside the BUAB by definition. <p>Notwithstanding the fact that the boundary provides a useful guide for decision making, planning permission within the boundaries will not be automatically granted, as all proposals must be sustainable, viable and have regard to all other planning policies including the Neighbourhood Plan and be justified by identified local needs such as housing or employment.</p> <p>A review of the boundary was undertaken by MSDC in 2008, using the following criteria:</p> <ol style="list-style-type: none"> Relative landscape sensitivity to development – assessed as ‘Least Sensitive’ only Proximity to existing village services – assessed as either ‘Excellent’ or ‘Good’ in respect of transport accessibility Flood risk – Flood Zone 1 only Natural and man-made boundaries <p>Only where all of the above criteria can be met is there a potential justification for a re-alignment of the boundary. In this way, the policy accords with national planning and development plan policy aimed at promoting development in rural areas but minimising its impact on the countryside and the importance of maintaining the visual separation of Copthorne from adjacent settlements.</p>
Change Of Use	A material change in the use of land or buildings that is of significance for planning purposes e.g. from Retail to Residential.
Country/ Countryside	The area outside the defined Built Up Area Boundary.
Evidence	<p>Evidence is defined as a positive proof of statement, comprising a body of facts or information supporting a statement or proposition. In planning terms this may include, but not be limited to feasibility studies, calculations, surveys, detailed plans, confirmation of associated budget and timescale.</p> <p>By definition a Grampian condition cannot be considered as evidence.</p>
Grampian Condition	<p>A “Grampian condition” is a planning condition attached to a decision notice. Grampian conditions postpone the implementation of otherwise permitted development until a certain measure has been taken, such as provision of a piece of infrastructure. They can be used even where land is not in the ownership of the applicant, providing they are worded negatively.</p> <p>However, such negatively worded conditions, do not necessarily address the viability or otherwise, unlike a positive condition requiring performance to secure the event.</p> <p>Consequently this plan requires evidence other than an imposed Grampian condition to support availability, maintenance and funding of required infrastructure within a timescale appropriate to the development and with a rolling assessment and remediation period consistent with the general building terms.</p>
Greenfield	Land that has not previously been used for urban development. It is usually land last used for agriculture and located next to or outside existing built-up areas of a settlement.

Green Ring	Copthorne's Green Ring comprises woodland, fields, open spaces with public rights of way, farmland, watercourses, lakes and ponds. It echoes the historic woods which surrounded the settlement as it grew from a clearing in Ashdown Forest and it continues to play a major part in defining Copthorne as a discrete village community. The Green Ring has some minor developments within it, but generally is sparsely populated.
Infill	Additional dwelling(s) within the built up area boundary, typically on brownfield sites or garden splits. Infill does not apply to development in the countryside.
Infrastructure	All the ancillary works and services which are necessary to support human activities, including, but not limited to roads, sewers, utilities (water, electricity, gas, communications), schools, surgeries, hospitals, public transport, retail facilities social/leisure/sporting activities and so on.
Justification	An argument with supporting evidence and analysis put forward to verify a statement or need.
Local	<p>Within or immediately adjacent to the designated Copthorne Neighbourhood Development Plan area.</p> <p>The presumption in favour of sustainable development, set out in the NPPF, means that the default response to a proposal for development is 'yes' unless the adverse impacts would 'significantly and demonstrably outweigh the benefits'.</p> <p>The CNP supports this policy. However, the context in which the balance between adverse impacts and benefits needs to be defined. The CNP implicitly defines the context as local – i.e. confined to the CNP plan area or potentially adversely affecting a neighbouring Parish.</p>
Local Gap	<p>An area of countryside designated by the Neighbourhood Plan or Local Planning Authority as a means of conserving the separate identity of settlements. A local gap acts as a buffer, helping to retain the rural character of sensitive and/or vulnerable areas and/or protect the setting of a settlement. Supports Prevention of Coalescence.</p> <p>CNP vision directs future development in the parish to the settlement of Copthorne as defined by the BUAB and seeks to protect the essential countryside character of the defined settlement gap around Copthorne</p>
Mitigation	Measures taken to reduce adverse effects of a development.
Net Density	The number of dwellings per hectare when the calculation of the site area excludes features such as open spaces for the benefit of the wider community, significant landscape buffers and major access roads.
Need	<p>In housing terms, need is defined as equivalent to Classes A, B and a proportion of Class C of the Common Housing Register.</p> <p>Class D requirements where the applicants are already adequately housed and relocation would free up an existing dwelling does not constitute a “need” or consequent justification for additional housing. Likewise, those in Class C seeking to move to a larger or smaller dwelling or for employment purposes would free up existing dwellings and therefore not constitute a “need” for additional housing.</p>
Policy	A concise statement of the principles that a particular kind of development proposal should satisfy in order to obtain planning permission.

Previously developed land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Remote	For the purposes of site assessment the generally quoted and accepted maximum walking time of 15 minutes from key village facilities is used as the basis for defining “remote”. An average walking speed of 0.9m/s is used ¹⁸ as being representative of the demographics of key facilities users (School, Doctors’ Surgery Shops) and the topology of Copthorne. This represents a maximum walking distance of 810m. Approximating actual walking distance to radial distance the factor of 0.71 is used – giving 575m as the limiting radial distance from key facilities, beyond which any site is considered to be “Remote”. This assessment assumes use of reasonable footpath standards and condition. The radial distance should be reduced for sites where there are no suitable footpaths provided, footpaths in poor condition or of inadequate width for pushchairs or similar to negotiate and/or pass another.
Retail	The process of selling single or small numbers of items directly and in person to customers. The use category defined as Class A1 in the Town and Country Planning (Use Classes) Order 1987.
Safeguarding zone	An area defined in Circular 01/03: Safeguarding aerodromes, technical sites and military explosives storage areas, to safeguard such sites.
Spatial Plan	The result of Spatial Planning. It is expected that the MSDC should produce a Spatial Plan as evidence in association with housing numbers as justification for allocation of those houses.
Spatial Planning	Regional/spatial planning gives geographical expression to the economic, social, cultural and ecological policies of society. It is at the same time a scientific discipline, an administrative technique and a policy developed as an interdisciplinary and comprehensive approach directed towards a balanced regional development and the physical organisation of space according to an overall strategy. ¹⁹

¹⁶ Guidelines For Providing For Journeys On Foot, The Institution of Highways & Transportation, 2000
Todd, J. E., & Walker, A. (1980). People as pedestrians. London: Office of Population Censuses and Surveys (Social Survey Division), HMSO.

¹⁷ Definition taken from the European Regional/Spatial Planning Charter (often called the 'Torremolinos Charter'), adopted in 1983 by the European Conference of Ministers responsible for Regional Planning (CEMAT):

Sustainable	<p>The most frequently quoted definition is from “Our Common Future”, also known as the Brundtland Report²⁰ which states</p> <p>“Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs”</p> <p>It contains within it two key concepts:</p> <ul style="list-style-type: none"> • the concept of needs, • the idea of imposed limitations <p>All definitions of sustainable development require that we see the world as a system—a system that connects space; and a system that connects time.</p> <p>In the context of the CNP a sustainable development will be required to fully address the CNP policies and be assessed in a local context.</p> <p>Sustainable development is defined as that which:</p> <ul style="list-style-type: none"> • creates jobs in the CNP area, reduces the need to travel outside the area for employment and gives people the opportunity to access jobs, shops and leisure facilities close to home; • maximises the use of previously developed land and buildings within the built up areas and reduces to as low as reasonably practicable, the environmental impacts of development. • increases the opportunity for people to spend more time within their communities so they can build stronger relationships with neighbours, leading to safe and socially inclusive places with a greater sense of social responsibility; • increases opportunities to walk, cycle or use public transport, including as part of the green infrastructure network; • maintains and enhances biodiversity with a positive tree re-planting philosophy and respect for woodland, etc. • maintains the village setting • reflects the need to adapt to the impacts of climate change; • improves quality of life and the conditions in which people live, work, travel and take leisure; • contributes to the creation of balanced communities that meet the needs of all residents with appropriate infrastructure and public facilities that are accessible to all; • supports the local economy • primarily addresses local needs • does not degrade existing infrastructure or otherwise overstretch village facilities • provides identified, funded infrastructure to support that development within the planning application and within a period appropriate to the development timescale. (Grampian and similar conditions are unacceptable).
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¹⁸ World Commission on Environment and Development (WCED). Our common future. Oxford: Oxford University Press, 1987 p. 43.

	<ul style="list-style-type: none"> Provides a defined maintenance plan with associated assessment, rolling remediation period and responsibilities for any and all potential development impacts on local infrastructure <p>To that end, all of the above must be addressed in a “local” context when assessing whether the adverse impacts would 'significantly and demonstrably outweigh the benefits'.</p>
Timely Manner	At a time consistent with occupation of a development or beforehand.
Townscape	The pattern and form of urban development; the configuration of built forms, streets and spaces.
Viable / Viability ²¹	<p>To be viable any development proposal must fully address the CNDP policies. With emphasis on sustainability, infrastructure and transport</p> <p>When addressing potential change of use, viability will need to be established by fully addressing the following criteria.</p> <p>Viability: Community facilities</p> <p>The release of any community facilities to other uses must be fully justified in terms of their contribution and viability. Worth Parish Council will require any application involving the loss of a facility to be supported by written evidence that the facility is no longer needed and/or no longer viable.</p> <p>The level of evidence required to be submitted will vary according to the level of access to alternative facilities in the area and the extent to which the facility contributes towards sustainable communities, but would be expected to include such evidence as:</p> <ul style="list-style-type: none"> The current and projected patterns of community use; The nature and condition of the building and the cost of repairs, renovations or improvements needed to allow the facility to continue in operation; The extent of the local catchment including the location of the premises in relation to the local settlement pattern and accessibility; The nature and location of comparable facilities; The potential to relocate the use into other premises in the community; Evidence of the marketing of a site should include sales literature, details of approaches and details of offers and show that it has been offered as a whole and that parts have not been identified for separate sale; Evidence that the local community has been notified of the intention to close the facility and has not, within a period of one year come forward with a realistic proposal to assume operation of the facility, including proposals to finance and operate the facility. <p>The importance of particular facilities will vary, and it is essential that the community is involved in considering the merits of any facility and the suitability of any proposals for alternative forms of community use should their continued viability of operation be in doubt.</p>

¹⁹ Definition of viability, courtesy Broughton Astley Neighbourhood Plan which successfully passed referendum and was consequently “made” on 20th January 2014.

Applicants proposing to redevelop or convert facilities valued by the community will be expected to consult local communities about the relative importance of the facilities which could be lost.

Not all facilities satisfactorily meet the needs of local communities, and it may be that combining or rationalising facilities might be more appropriate. Support will be given to the provision of new facilities where these will enhance the sustainability of community life and will meet the needs of an existing or growing and changing population.

Viability of employment sites and retail premises:

Evidencing non-viability

It is important that the potential for all employment uses are considered on the site before planning applications are made for non-employment uses. Where a business is coming to the end of its economic life or has ceased trading altogether, applicants will be expected to submit a Viability Statement as part of the planning application. The Viability Statement should provide proof of marketing and demonstrate that there is no realistic prospect of retaining or re-using the site in its current use. The viability case will be considered along with other policy considerations. Proof of marketing should include all of the following criteria:

- i. The land/premises has/have been widely marketed through an agent or surveyor at a price that reflects its current market or rental value for employment purposes, and no reasonable offer has been refused. The period of marketing should be 18 months for commercial / industrial, 6 months for retail.
- ii. The land/premises has been regularly advertised in the local press and regional press, property press, specialist trade papers and any free papers covering relevant areas. This should initially be weekly advertising for the first month, followed by monthly advertising for the remainder of the marketing period. Advertisements should be targeted at the appropriate target audience.
- iii. The land/premises has been continuously included on the agent's website, the agent's own papers and lists of commercial/business premises for the marketing period.
- iv. There has been an agent's advertisement board on each site frontage to the highway throughout the marketing period.
- v. Evidence that local property agents, specialist commercial agents and local businesses have been contacted and sent mail shots or hard copies of particulars to explore whether they can make use of the premises.

The Viability Statement should also detail the following information:

- i. Details of current occupation of the buildings and where this function would be relocated;
- ii. Details as to why the site location makes it unsuitable for existing uses.
- iii. Any physical constraints making the site difficult to accommodate existing uses;
- iv. Environmental considerations/amenity issues; and
- v. Consideration, firstly, for a mixed-use scheme involving the existing use and other compatible uses, secondly, for other employment generating

	<p>uses such as those relating to tourism, leisure, retail and residential institutions and, thirdly, of the viability of providing affordable housing on the site, which could meet a specific local need, before consideration of market housing.</p> <p>In certain cases, for example, where a significant departure from policy is proposed, the Council may seek to independently verify the Viability Statement, and the applicant will be required to bear the cost of independent verification</p>
Village Boundary	Equivalent to the Built-Up Area Boundary
Vision	A series of statements describing the aspirations of an area during and beyond the Plan period and upon which policies should be interpreted.

Acknowledgements

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Front cover: image of the Lych Gate courtesy of Beckie Durrant of Copthorne

MID SUSSEX LOCAL PLAN (2004) POLICIES

General Policies

Policy G1 Development will not be permitted where it would:

- (a) cause irretrievable or irreplaceable loss of significant natural, created or social assets;
- (b) cause unacceptable environmental damage;
- (c) cause unacceptable disturbance or nuisance; and
- (d) be inefficient in its use of resources, including water and energy.

Policy G2 Development will be expected to:

- (a) make efficient use of derelict or vacant land or buildings within built-up areas before using greenfield sites;
- (b) be efficient in the use of land in terms of density (to comply with PPG3 requirements);
- (c) meet high standards of design, construction and layout;
- (d) include provision, where appropriate for adequate open space;
- (e) be accessible by a choice of means of transport and not rely solely for access on the private car; and
- (f) create high quality landscape settings including, where appropriate, wildlife habitats.

Policy G3 In considering applications for planning permission, and before consent is granted, the Council will need to be satisfied by the developer that the necessary infrastructure to support the proposed development either exists or can be provided. Unless the Council determines otherwise, any necessary infrastructure will be provided by the developer either on or off the site as an integral part of the development. Suitable conditions may be imposed and, in appropriate circumstances, Legal Undertakings and/or Agreements to this effect will be required. Alternatively, and having regard to the tests set out in Circular 1/97, such provision as may be sought by the Council may be secured by means of financial contributions. The contributions will be made by the developer and/or the landowner to the appropriate service provider who will be responsible for the provision, pursuant to any Legal Agreements that may be entered into.

As examples, and in the context of this policy, the term 'infrastructure' includes:

- utility services;
- highways and transportation works and improvements, including traffic management schemes, contributions towards enhancements to public transport facilities and the provision of bus services;
- education services, including contributions towards schools provision;
- library services;
- community buildings and other facilities of benefit to the whole community;
- leisure facilities;
- open spaces, sports and recreational provision;
- fire and rescue services;
- recycling facilities;
- social care facilities;
- nature conservation and management schemes.

Protection of the Countryside

Policy C1 Outside built-up area boundaries, as detailed on the Proposals and Inset Maps, the remainder of the plan area is classified as a Countryside Area of Development Restraint where the countryside will be protected for its own sake. Proposals for development in the countryside, particularly that which would extend the built-up area boundaries beyond those shown will be firmly resisted and restricted to:

- (a) proposals reasonably necessary for the purposes of agriculture or forestry;
- (b) proposals for new uses in rural buildings of a scale consistent with the building's location;
- (c) in appropriate cases, proposals for the extraction of minerals or the disposal of waste;
- (d) in appropriate cases, proposals for quiet informal recreation and/or tourism related developments;
- (e) proposals for facilities which are essential to meet the needs of local communities, and which cannot be accommodated satisfactorily within the built-up areas;
- (f) proposals for which a specific policy reference is made elsewhere in this Plan; and
- (g) proposals which significantly contribute to a sense of local identity and regional diversity.

Strategic Gaps

Policy C2 Strategic gaps have been defined and will be safeguarded between:

- Burgess Hill and Hurstpierpoint/Keymer/Hassocks;
- Burgess Hill and Haywards Heath;
- Haywards Heath and Cuckfield;
- Haywards Heath/Lindfield and Scaynes Hill;
- Crawley and East Grinstead;
- Crawley and Pease Pottage; and
- East Grinstead and Ashurst Wood

as defined on the Proposals Map and its Insets, with the objectives of preventing coalescence and retaining the separate identity and amenity of settlements. Development will not be permitted within the strategic gap areas unless:

- (a) it is necessary for the purposes of agriculture, or some other use which has to be located in the countryside;
- (b) it makes a valuable contribution to the landscape and amenity of the gap and enhances its value as open countryside; and
- (c) it would not compromise individually or cumulatively the objectives and fundamental integrity of the gap.

Trees, Hedgerows and Woodlands

Policy C6 Development resulting in the loss of woodlands, hedgerows and trees which are important in the landscape, or as natural habitats, or historically, will be resisted.

Rural Diversification

Policy C12 Proposals for the diversification of activities on existing farm units will be permitted if they:

- (a) are of a scale which is consistent to the location of the farm holding;
- (b) are, in terms of scale, nature and location commensurate with maintaining and where possible enhancing the character and appearance of the countryside;

- (c) are not contrary to policies for the protection of the countryside, particularly for those areas with special qualities and to those for the conversion of buildings in the countryside;
- (d) do not unreasonably affect the amenities of adjacent residents;
- (e) would not prejudice the agricultural use of a unit; and
- (f) would not generate a level of traffic which would result in substantial additional use of the local road network or which would prejudice highway safety.

Design

Policy B1 A high standard of design, construction and layout will be expected in new buildings, including alterations and extensions. All proposals for development will be required to:

- (a) demonstrate a sensitive approach to urban design by respecting the character of the locality in which they take place, especially to neighbouring buildings, their landscape or townscape setting and the regional and/or local building style. Regard should be given to the proposal's contribution to a sense of place. In the case of alterations and extensions, including new shopfronts, the proposals must be sympathetic to the building to which they relate. Factors to be taken into consideration include the scale, massing, siting, density, views, height and orientation of the new buildings in relation to those already existing;
- (b) use materials of a quality, type and colour appropriate to the site and its surroundings, which conform to the general range in the vicinity, and which enhance the distinctiveness of traditional building materials and styles;
- (c) show that adequate consideration has been given to the spaces between and around buildings, and that effective use has been made of any existing landscape features; and
- (d) provide suitable new planting of trees and shrubs appropriate to the site and its location. Where appropriate existing wildlife habitats including green corridors and river courses should be protected and enhanced.

All planning applications should include a design statement, unless otherwise agreed with the Council.

Policy B2 Where new residential estate development is proposed, there will be an additional requirement to:

- (a) establish a design concept for the layout of the estate;
- (b) introduce a variety of design types;
- (c) provide cohesion by using materials and design styles which reflect the local distinctiveness of building in the area;
- (d) link areas of open space and play areas within the site by footways and cycleways;
- (e) establish a co-ordinated network of footpaths and cycleways within and up to the fringes of the site to reduce distances to walk and cycle to shops, schools, bus stops and other community facilities;
- (f) ensure the estate layout is not visually dominated by roads and car parking areas; and
- (g) build walls to match the materials used for dwellings where it is necessary to screen private areas from public view

Residential Amenities

Policy B3 Proposals for new development, including extensions to existing buildings and changes of use, will not be permitted if significant harm to the amenities of nearby residents is likely to be created due to noise and disturbance; loss of privacy; overlooking; reduction in sunlight and daylight; and reduction in outlook.

Energy & Water Conservation

Policy B4 All new development proposals should have regard to maximising opportunities for:

- (a) energy efficiency relating to location, design and layout;
- (b) efficient use of water; and
- (c) natural drainage, where appropriate, through the use of landscape and topographical features such as swales, strips and retention and balancing ponds.

All new development should ensure adequate levels of daylight and sunlight, particularly to habitable rooms, are achieved.

Open Space in Built-up Areas

Policy B6 Proposals for development which would result in the loss of areas of public or private open space of particular importance to the locality by virtue of their recreational, historical, conservation, wildlife or amenity value will not be permitted. Where such open space is to be lost to development, for whatever reason, appropriate alternative provision may be sought elsewhere.

Trees and Development

Policy B7 Development resulting in the loss of trees which are of significant public amenity value will be resisted.

Surgery on protected trees will only be permitted where their overall appearance and visual amenity value would not be adversely affected. Similarly the felling of protected trees will only be permitted if there is no appropriate alternative. Where a protected tree or group of trees is felled a replacement tree or group of trees will normally be required.

Noise Pollution

Policy B23 Proposals for new developments, including roads, should be designed, located and controlled to minimise the impact of noise on neighbouring properties and the surrounding environment in order to protect the environment and residential amenity. Applicants may be required to submit a noise impact study or to assess the effect of an existing noise source upon the development proposed. Developments likely to generate significant levels of noise will only be permitted where it is satisfied that appropriate noise attenuation measures will be incorporated which would reduce the impact on adjoining land-uses, existing or proposed to acceptable levels. Particular attention will be given to the impact of noise generating developments within a Conservation Area, on a Listed Building and outside the built-up area. Noise-sensitive development will not be permitted in close proximity to existing land uses (or programmed development) generating high levels of noise unless adequate sound insulation measures are incorporated within the development.

Light Pollution

Policy B24 All new lighting proposals that require planning permission should be kept to the minimum necessary both in terms of intensity and in terms of the number of fittings proposed. Fittings should be attached to floodlights so as to restrict the emission of light to the areas for which floodlighting is required. Floodlighting which creates significant illumination beyond these areas, will not be allowed, particularly where it is likely to be detrimental to residential amenity or highway safety. There should not normally be any emission of light above the horizontal. Particular attention will be given to the impact of lighting proposals within a Conservation Area, on a Listed Building or outside the built-up area, especially within an Area of Outstanding Natural Beauty.

Density and Dwelling Mix

Policy H2 New housing developments shall include a mix of dwelling types, sizes and affordability and shall ensure that efficient use is made of land. Proposals should:

- (a) take account of the local housing needs and site characteristics;
- (b) be provided at an average net density of at least 30 dwellings per hectare, where appropriate;
- (c) include a significant proportion of affordable housing (as required by Policy H4);
- (d) include a significant proportion of smaller dwellings; and
- (e) meet the requirements of design policies B1 and B2.

Proposals which, by virtue of design, layout or size, are likely to give rise to unsatisfactory living conditions such as overcrowding or lack of privacy, will be refused. Where appropriate, in order to safeguard the amenity of adjacent dwellings, the Local Planning Authority will apply planning conditions which restrict rights of extension under the General Permitted Development Order.

Infill and other Housing Development within Built-up Areas

Policy H3 Within defined built-up areas permission will be given to proposals for residential development where the following criteria are met:

- (a) the development does not involve the significant loss of an area of nature conservation or an open or wooded area of land which in its own right makes an important contribution to the urban environment and cannot be satisfactorily replaced or compensated for;
- (b) the land or building is not within an established business area and is not allocated for any other use in this Local Plan; (c) efficient use is made of the land in terms of density and as general guidance residential development should be provided at average net densities of at least 30 dwellings per hectare;
- (c) the character and form, respects that of the locality (a detailed site and landscape appraisal together with a design statement will be required);
- (d) includes a high quality environment for prospective occupiers including appropriate landscaping and open space;
- (e) the provision for car parking and vehicle manoeuvring does not significantly reduce garden areas, including front gardens, or adversely affect adjoining property; and
- (f) the requirements of design policies B1 and B2.
- (g) In Conservation Areas and Areas of Townscape Character infill and redevelopment proposals will be carefully controlled to ensure that the specific character of the area is preserved.

Extension of Dwellings within Built-up Areas

Policy H9 When determining applications for extensions and alterations to existing houses and bungalows within the built-up areas, account will be taken of the need to maintain a range of types of housing in each locality and proposals will be required to meet the following criteria:

- (a) the design, size and scale of the extension is in keeping with the existing dwelling;
- (b) the design, size and scale of the extension is in keeping with the surrounding dwellings and does not have an adverse impact on the character of the locality;
- (c) the proposal does not result in an overbearing or unneighbourly form of development detrimental to the amenities of nearby residents;
- (d) the character and style of the existing property is retained or improved; and
- (e) the proposal includes sufficient car parking spaces within the curtilage of the dwelling and conforms to highway and access requirements.

- (f) In considering development proposals, account will be taken of the need to maintain a range of types of housing in each settlement.

Rebuilding of Existing Dwellings in the Countryside

Policy H12 Outside defined built-up areas proposals to replace existing single dwellings will be permitted on a one for one basis if:

- (a) the residential use has not been abandoned;
- (b) the proposal does not result in the loss of a small dwelling;
- (c) highway, access and parking requirements can be met;
- (d) the new dwelling is appropriate to its setting and is not obtrusive in the landscape, particularly in an Area of Outstanding Natural Beauty; and
- (e) the new dwelling does not change significantly the scale of the existing building and is appropriate to its built and natural setting.

The Local Planning Authority will apply planning conditions which restrict rights of extension under the General Permitted Development Order. For the purpose of this policy a small dwelling is defined as a dwelling having a gross floor space measured externally (excluding separate, external, garages and outbuildings) of 100m² or less.

Extensions to Dwellings in the Countryside

Policy H13 Outside defined built-up areas, the extension of existing dwellings will be permitted if:

- (a) the building and site are physically suitable;
- (b) the proposal does not result in the loss of a small dwelling;
- (c) highway, access and parking requirements can be met;
- (d) the proposal is appropriate to its setting and not obtrusive in the landscape, particularly in an Area of Outstanding Natural Beauty; and
- (e) the proposal is appropriate to the scale of the existing dwelling and its built and natural setting.

For the purpose of this policy a small dwelling is defined as a dwelling having a gross floor space measured externally (excluding separate, external, garages and outbuildings) of 100m² or less.

Storage and Warehousing

Policy E3 Proposals for storage and warehousing development on existing industrial land or in suitable existing buildings will be permitted where they are of an appropriate scale and character, and where access and highway criteria can be met.

Proximity of Residential Property to Established Business Areas

Policy E4 When considering applications for the alteration or change of use of business premises on established industrial estates, full account will be taken of the implications of the proposed development on the residents of neighbouring dwellings. Planning permission will not normally be granted for the change of use of premises close to residential properties from B1/B8 to B2 or other industrial uses. In considering applications which may result in additional disturbance, appropriate planning conditions will be imposed to protect residential amenity.

Additional Business Development

Policy E5 In addition to the sites specifically allocated for business use in this Local Plan, permission will be granted in appropriate circumstances, for business development on other sites where the proposal is for:

- (a) the extension or redevelopment of existing premises within the built up areas;

- (b) the reuse of some rural buildings, with a use on a scale consistent with the building's location;
- (c) the reuse of buildings of special interest;
- (d) development to meet an identified need of a local firm which can be met in no other way;
- (e) the erection or change of use of small buildings (defined as being of less than 300m² gross floor area) in the built-up areas in order to help meet a shortfall in such accommodation. The subsequent extension or intensification of the use of such buildings which results in the loss of a small unit of business accommodation or has a detrimental impact upon the surrounding area will not be permitted; or
- (f) development proposals in the defined town centres.

Business Development in the Villages

E6 In order to meet demands for local employment permission will be given to proposals for new business development in appropriate locations within the defined built-up areas of the villages in the District where all the following criteria are met :

- (a) the proposal is small in scale, defined as being normally no more than 300m² of floorspace;
- (b) the proposed development would not adversely affect the character and appearance of the village or its countryside setting;
- (c) the proposal would not harm the amenities of surrounding development; and
- (d) the proposal would not have a detrimental impact in terms of highway or environmental issues.

Proposals for storage uses will be subject to particularly close scrutiny in accordance with Policy C4, with regard to their impact on the surrounding area including that arising from traffic generation. The subsequent extension or intensification of the use of such buildings which results in the loss of a small unit of business accommodation will not be permitted.

Parking Standards

Policy T5 The Council will base its consideration of the need for associated on-site parking provision on its parking standards in operation at the time of the planning application as set out in Supplementary Planning Guidance. Provision of parking in excess of these standards will not be allowed.

The Council may seek a lower provision than required by the standards for developments proposed in town centres, other areas accessible by other means of transport and Conservation Areas.

In determining the extent of reduced on-site parking provision, the Council will have regard to environmental and highway safety issues together with the following considerations:

- (a) the availability, type and proximity of public parking;
- (b) the availability of alternative means of transport;
- (c) potential environmental harm arising from parking demand being met elsewhere;
- (d) the extent and nature of parking restrictions in force on highways in the vicinity;
- (e) the scale and type of development proposed; and
- (f) the suitability of 'specific use' conditions attached to planning permissions;

A financial contribution may be sought towards measures which will improve the accessibility and sustainability of the development site.

Cycle Parking

Policy T6 The provision of cycle parking will be required in any new public car parks and in, or close to, private car parking areas, in connection with development proposals.

Informal Open Space

Policy R6 The Local Planning Authority will seek the provision of informal open space within or adjacent to new housing developments in addition to the outdoor playing space requirements set out in Policy R3.

Retention of Existing Facilities in the Countryside

Policy R7 Development that would result in a reduction of existing recreation facilities in the countryside, including public rights of way and other recreational routes, will not be permitted.

Land Drainage

Policy CS13 Planning permission will not be granted for development unless the Local Planning Authority, in consultation with the Environment Agency, is satisfied that the site can be adequately drained. Developers will be required, where necessary, to provide facilities to control the rate of surface water run-off from development sites or, subject to there being no detriment to the natural habitat, carry out improvements to the receiving watercourses. Proposals for the design and long term maintenance of any engineering works (e.g. balancing ponds) must be submitted to and approved by the Local Planning Authority.

Areas of Townscape Character

Policy CD1

MSDC has designated part of Copthorne as an Area of Townscape Character in accordance with policy B16 of the Built Environment chapter in this Local Plan. This extends between Copthorne Bank in the north to Copthorne Common Road in the south and contains an interesting and attractive mix of architectural styles interspersed with important areas of open space and tree belts.²² This is shown in the purple shaded area in Figure 1.

²⁰ http://www.midsussex.gov.uk/media/4334/mslp2004_copthorne.pdf (11/02/16)

NATIONAL PLANNING POLICY FRAMEWORK RELEVANT PARAGRAPHS

Paragraph 7 : Three dimensions to sustainable development (economic, social, environmental)

Paragraph 10 : Plans and decisions need to take local circumstances into account so that they respond to the different opportunities for achieving sustainable development in different areas.

Paragraph 14. Presumption in favour of sustainable development.

Paragraph 15. Local application of presumption in favour of sustainable development.

Core Planning Principles

Paragraph 17 : 12 principles including; take account of the different roles and character of different areas; take account of and support local strategies to improve health, social and cultural wellbeing for all and deliver sufficient community and cultural facilities and services to meet local needs.

Delivering sustainable development

1. Building a strong and competitive economy

Paragraph 20 : Plan proactively to meet the development needs of business and support an economy fit for the 21st century.

3. Supporting a prosperous rural economy

Paragraph 28 : promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship,

4. Promoting Sustainable transport

Paragraph 30 : Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.

Paragraph 35 : Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

Paragraph 39 : local parking standards for residential and non-residential development

5. Supporting high quality communications infrastructure

6. Delivering a wide choice of high quality homes

Paragraph 48 : Allowance for windfall sites

Paragraph 50 : Plan for a mix of housing based on current and future demographic trends, ..and the needs of different groups in the community

Paragraph 53 : Resist inappropriate development of residential gardens

7. Requiring good design

Paragraph 58 : Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of the development that will be expected for the area

8. Promoting healthy communities

Paragraph 70 : Use of shared space; guard against unnecessary loss of valued facilities and services; ensure that established shops are retained; ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

Paragraph 72 : Choice of school places

Paragraph 73 : Access to open spaces

Paragraph 75 : Public rights of way

Paragraph 76 : Ability to designate land as Local Green Space

10. Meeting the challenge of climate change, flooding and coastal change

Paragraph 100 : Inappropriate development in areas at risk of flooding

Paragraph 103 : Ensure flood risk is not increased elsewhere

11. Conserving and enhancing the natural environment

Paragraph 109 : Enhance the natural and local environment; protecting and enhancing valued landscapes; minimising impacts on biodiversity...

Paragraph 110 : Minimise pollution.....

Paragraph 119 : P14 does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered, planned or determined