

Copthorne

Neighbourhood Plan 2021 – 2031



Regulation 15 Submission Version

February 2021

Foreword

The Localism Act 2011 gave Parish Councils the option to create a Neighbourhood Plan which would become part of the Development Plan and be used to determine planning applications. Worth Parish Council grasped the opportunity and decided to create 2 Plans, one for each Ward within its boundaries.

Over the last 8 years, Parish Councillors and residents have spent many thousands of volunteer hours preparing this plan, consulting with our community and attending training sessions. We are extremely grateful to everyone who has been part of this process, whether you have been on the Steering Group or simply responded to one of our consultations.

This plan provides a clear vision for Copthorne Ward, based on what we have learnt from the community. Whilst it does not address housing development, it does address important issues locally such as heritage, our open spaces, character and parking and we hope that the community will support it moving forward and becoming part of the Development Plan for the area.

Councillor Chris Phillips

Chairman of the Copthorne Neighbourhood Plan Steering Group

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1. INTRODUCTION

- 1.1. Welcome to the Copthorne Neighbourhood Plan. This document provides one part of the development plan for Copthorne Ward to 2031. It sits alongside the Mid Sussex District Plan 2014-2031 (and other documents) and is used to guide development and determine planning applications within the Plan Area.
- 1.2. The Copthorne Neighbourhood Plan has been prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning Regulations 2012.
- 1.3. The plan covers Copthorne and Worth Ward (hereafter referred to as the 'Plan Area') of Worth Parish. The Plan Area was formally designated by Mid Sussex District Council in July 2012. Since then, a Steering Group, working on behalf of the Parish Council, have worked to deliver a plan that actively responds to the Communities' aspirations.
- 1.4. For reference, the remainder of the Parish comprises Crawley Down Ward, and this area has a separate neighbourhood plan¹.

Evolution of this document

- 1.5. The early work on this Neighbourhood Plan was undertaken by a Steering Group comprised of Parish Councillors and local volunteers. In November 2013, Worth Parish Council formalised the arrangements by establishing a

Neighbourhood Plan Committee with separate sub-committees for each village. Later the formal committee preparing this plan would become a Steering Group to afford them more flexibility when preparing this document.

- 1.6. This Neighbourhood Plan is based on substantial consultation with the local population to identify and develop solutions for key local issues. It covers the period to 2031, aligning with the current Mid Sussex District Plan, and sets out a clear vision for the future of Copthorne together with the policies and proposals to realise this vision.
- 1.7. Those working on the Plan have ensured that it has been prepared 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 other nearby neighbourhood plans so that over-arching issues were considered.
- 1.8. This final document has taken account of comments, opinions and suggestions from all public consultations undertaken between 2013 and 2021.

How This Document Should Be Used

- 1.9. This plan should be used by residents, local authorities and developers and other stakeholders alongside other documents in the Development Plan to understand how future development in the Plan Area should occur.

¹ Details of all neighbourhood plans in Mid Sussex can be found online at <https://www.midsussex.gov.uk/planning-building/neighbourhood-plans/>

- 1.10. For applications that require planning permission, whether proposing a scheme or assessing the acceptability of a scheme, the policies contained within this document are a key material consideration. For a planning application to be considered favourably, all relevant policies contained within this plan should be considered and complied with.
- 1.11. Where development does not require planning permission the community would still like development proposals to adhere to the aspirations and objectives set out within this document. It is however noted that this document only controls development that requires planning permission.

Planning Policy Context

- 1.12. The Localism Act 2011 introduced new rights and powers to allow local communities to shape new development by preparing Neighbourhood Plans. A Neighbourhood Plan establishes planning policies for the development and use of land, for example where new homes should be built and what they should look like. Neighbourhood Plans allow local people to influence the type of development for their area while contributing to the wider needs of the area.
- 1.13. The Government published the revised National Planning Policy Framework (NPPF) in February 2019. This sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The NPPF confirms neighbourhood plans must be in general conformity with the strategic policies

contained in any development plan that covers their area and states that:

- 29. Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies.*
- 30. Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently.*

- 1.14. The Development Plan for the Plan area comprises a number of documents², the principal one being the Mid Sussex District Plan 2014-2031 which sets out the Districts strategic and other planning policies intended to guide development until 2031. At the time of writing this plan, Mid Sussex District Council are progressing a Site Allocations DPD (scheduled for adoption in Autumn 2021) which will allocate sufficient housing and employment land to meet the identified needs of the district.

² The current documents in the Development Plan can be found on the Mid Sussex District Council website at <https://www.midsussex.gov.uk/planning-building/>

2. VISION & OBJECTIVES

Copthorne in 2031

- 2.1. This plan sets a vision for the future of the parish and then how that vision will be realised through the use of policies contained in this document over the plan period to 2031.
- 2.2. This plan's vision is:

In 2031, Copthorne will be 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.

Plan Objectives

- 2.3. From the vision, five objectives have been derived from our engagement with the local community and these are set out to the right.
- 2.4. These objectives underpin the plan and have given rise to the individual policies in the following sections of this plan.

A) COMMUNITY

Many live in Copthorne for the village life. This plan seeks to reinforce our collective community spirit and enhance our vast array of community facilities, organisations and events.

B) HOUSING

The housing needs of our local community should be met, whether that be through new housing coming forward or ensuring that our existing housing stock meets our needs,

C) ECONOMY

We want to ensure that our local shops and businesses who serve the local community are preserved. Many residents currently work outside of the plan area and we want to make it easier for them to be able to work here, without the need to travel to other settlements or locations for work.

D) ENVIRONMENT

Our natural environment, including our countryside and green and open spaces will be safe from development for the benefit of village life and local flora and fauna. Our built environment will be beautiful, diverse and sensitive.

E) TRANSPORT

We will seek to increase sustainable transport options, reduce the need to travel and reduce inappropriate vehicle parking.

3. ABOUT COPTHORNE WARD

- 3.1. Copthorne is situated in the NE corner of West Sussex and at the northern boundary of Mid Sussex District. The northern boundary of the built-up area of Copthorne abuts the green belt of Surrey. The village lies 3 miles east of Crawley, 4 miles west of East Grinstead and 4 miles to the south east of Gatwick Airport. The built up area of the village is at the most northerly part of the ward. The areas to the south of the built up area are mainly woodland and farmland including a large Area of Outstanding Natural Beauty.

Origins

- 3.2. Copthorne was mentioned in the Domesday Book when it was called Copedorme. The earliest mention of Copthorne was in 1617. In the 16th century Copthorne's prosperity was influenced by a thriving iron foundry industry with a furnace operated at Rowfant Mill which remained in operation until 1930.
- 3.3. In the 19th century the village had 18 farms providing sustenance to the surrounding area. Because of its proximity to the coast and the fact that the village straddled the county boundary, Copthorne was renowned for smugglers, poachers and prize fighters. In 1810 a famous world title prize fight took place in Copthorne between Tom Molineux and an American Tom Cribb. The fight ring is still visible among the woodland to the south of the A264.
- 3.4. Copthorne village is surrounded by large areas of countryside. To the south there is an Area of Outstanding Natural Beauty and to the north is an area of Green Belt land

in Surrey. To the east is countryside between the village and East Grinstead and to the west the boundary is the M23 motorway.

Development

- 3.5. From the 16th century, in addition to farming, the prosperity of the area was due to a thriving iron foundry industry which was common throughout Sussex. A furnace was operated at Rowfant Mill from 1600 to 1664. In the late 17th century it was discovered that coke could be used for smelting iron and Rowfant Mill only ceased operations in 1930.
- 3.6. The introduction of the railway line from Three Bridges to East Grinstead in 1841 was the catalyst for the first wave of housing in the village and the centre of the village can still be identified by the 19th century houses and cottages that were built. The Copthorne Elementary School (now the Copthorne Church of England Junior School) was built in 1842 to service the expanding village population. The village church of St. John was built in the 1870's at a cost of £3,500 as a result of a gift from a local wealthy landowner.
- 3.7. From 1950, the expansion of Crawley and Gatwick Airport and the related employment saw the building of small estates on the edge of the old village and the loss of some of the farmland. By 2000 the number of dwellings in the village had increased to 1700. Currently the Neighbourhood Plan area has 1850 dwellings after more small-scale developments filling some of the remaining sites and replacing some small industrial sites. This has increased the population of Copthorne to 5,500. During this period a

further school was built in the village which is now Copthorne Infant School.

- 3.8. Copthorne Village originally straddled the county boundaries of Surrey and Sussex, but as a result of Boundary Commission reviews in 1974 and 1992 most of the village was moved into Sussex, leaving 2 small stretches of road to the north of the village in Shipley Bridge Lane and Copthorne Bank in Surrey. The stretch of Copthorne Bank in Surrey contains the main sports facility for the village and the allotments used by villagers.
- 3.9. The main built up area of Copthorne has a natural southern boundary in the A264 and to the north is the County boundary with Surrey and the Green Belt. To the west, the new development on Heathy Wood takes the village boundary to the M23 motorway. To the east, the built-up area of the village ends where Bowers Arms Road runs into Copthorne Road.

Future

- 3.10. In the next few years, the number of dwellings in Copthorne will be increased by 30% after the approval of 550 new houses to the west of the village, between the existing village boundary and the M23 Motorway. The larger development at Heathy Wood is expected to be completed over the next 5 years. These developments will put a strain on the existing overstretched resources of the village and it is to be expected that there will be some expansion of the schools, doctors surgery and sport and recreation facilities to cope with the increased population. Also, the road network is at full capacity and more at peak times, and action will be needed to mitigate the increased usage as a result of the new housing.
- 3.11. The big challenge for the village will be to achieve this expansion while retaining the village atmosphere which is a primary reason for people wishing to live in the village.
- 3.12. Beyond the already approved expansion, it is to be hoped that future development will be on a small scale within the existing built area and the countryside which surrounds the village will be preserved for the enjoyment of local people, and the Neighbourhood Plan has been drawn up to achieve this aspiration.

4. GENERAL POLICIES

- 4.1. This section provides general policies to guide development within the Plan Area. The intention is to introduce a locally specific level of detail to planning policy that is currently not addressed in the District Plan.

General Development Requirements

- 4.2. This policy ensures the overarching views of our local community are considered when designing proposals and determining applications. Key matters include:
- Maintaining Copthorne's identity as a village.
 - Ensuring the amenity of properties is maintained.
 - Retaining our rural environment.
 - Supporting the uptake of non-motorised travel, to help our environment and reduce traffic on our roads.

CNP1 General Development Requirements

- CNP1.1 Proposals will be supported where they sustain or reinforce the positive aspects that make up the individual character and distinctiveness of each

Character Area³, as defined on the [Policies Map](#), in which they sit.

- CNP1.2 Proposals for new development should not cause unreasonable harm to the amenity (including general activity, access, noise, privacy, daylight, and sunlight) of existing and future occupants, both on site and nearby.
- CNP1.3 Proposals should retain features such as shaws, hedgerows, ponds and brooks, and enhance them, where possible.
- CNP1.4 Proposals should protect, and encourage the use of, pavements, pathways, footpaths, cycle paths, bridleways, established tracks and twittens, and other Rights of Way.
- CNP1.5 Development proposals should be laid out to maintain the perception of separation between Copthorne Village and other surrounding settlements.
- CNP1.6 Extensions to existing buildings will be permitted provided they adhere to other policies in the development plan and:
- (a) Are no higher than the existing building.
 - (b) Do not conflict with traditional boundary treatment of an area.
 - (c) Use materials which are compatible with materials of existing/surrounding buildings.

³ Details for each Character Area is set out in Policies CNP9, CNP10, CNP11, CNP12 & CNP13. Further guidance is also set out in the Copthorne Heritage and Character Assessment May 2019 or subsequent updates to this document.

Redevelopment and infill in the Built-Up Area

- 4.3. Broadly speaking, infill is the development of a relatively small gaps between existing buildings and redevelopment is any new construction on a site that has pre-existing uses. These types of development are considered appropriate in principle as they are usually in a sustainable location, being relatively accessible and already served by public infrastructure.
- 4.4. The District Plan confirms in DP6: Settlement Hierarchy that *'development will be permitted within towns and villages with defined built-up area boundaries. infilling and redevelopment will be required to demonstrate that it is of an appropriate nature and scale (with particular regard to DP26: Character and Design), and not cause harm to the character and function of the settlement.'*
- 4.5. The policy below adds additional local detail to this policy to ensure that infill and the redevelopment of sites is appropriate within the defined built up area of Copthorne. This policy addresses proposed development within the built-up area. Proposal outside the built-up area will need to conform with the criteria within DP6 of the Mid Sussex District Plan and other relevant policies contained within the development plan.

⁴ The built up area boundary is defined by Mid Sussex District Council and set out in the adopted development plan. At the time of writing the relevant document is the [Mid Sussex District Plan 2014-2031](#).

CNP2

Redevelopment and infill development within the defined built up area.

CNP2.1

- Redevelopment and infill development is supported within the defined built up area⁴ subject to meeting the following criteria:
- (a) The new development will not appear incongruous with the existing character and/or street scene, ensuring the proposed materials, plot size, boundary treatment, built form, building line and gaps between buildings is like those around it.
 - (b) Suitable access and on-site parking are provided without detriment to neighbouring properties, pavements, pathways, footpaths, cycle paths, bridleways, established tracks, twittens, and other Rights of Way.
 - (c) Does not cause unreasonable harm to the amenity of existing and future occupants, both on site and nearby by way of general activity, access, noise, privacy, dominance, daylight, and sunlight.

Homes for older people

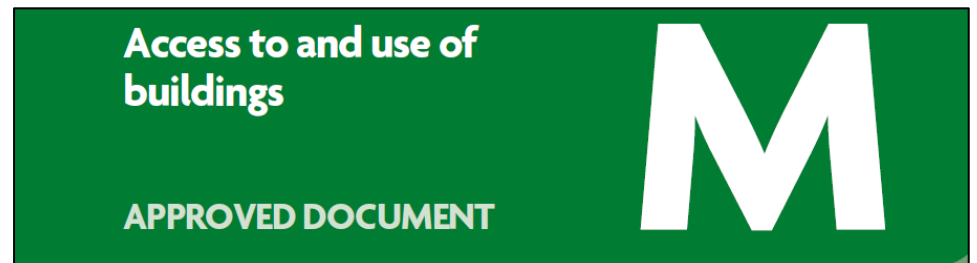
- 4.6. Through our engagement with the community, a significant issue has been identified, which is the lack of suitable housing for older people. There is a trend for single storey properties (such as bungalows) that provide suitable accommodation for the elderly having a second floor added. This turns what are generally smaller single level properties into larger family homes.
- 4.7. This has led to a reduction in suitable accommodation for the older members of our community. This is likely to be exacerbated via the recent introduction of permitted develop rights allowing the addition of an additional storey to an existing single storey property or a bungalow.
- 4.8. Whilst permitted development rights undermine the objective of CNP3.1 they do not apply when planning permission is required. This policy therefore seeks to do what it can to address this issue when an application is required. This will be achieved by requiring no net loss of single storey residential floorspace and making sure new housing is a suitable size, and is accessible and adaptable to meet the needs of older and disabled people.
- 4.9. To this end, the plan specifically includes a requirement to meet the optional M4(2) standard. This objective is supported by the recent MHCLG consultation *"Raising accessibility standards for new homes"* which suggests that all new homes should meet M4(2) as a minimum

⁵ 'single storey residential floorspace' includes the GIA of accessible residential properties which are contained on a single level of a building. This will generally include, for example, flats accessible by lifts and bungalows.

requirement. The social benefits of this standard are significant.

CNP3	Homes for older people
CNP3.1	Development proposals that would result in the net loss of single storey residential floorspace ⁵ will be refused.
CNP3.2	Major development ⁶ incorporating residential dwellings must include smaller and accessible homes that meet the needs of older people .
CNP3.3	In addition to the requirements of Policy DP28 in the Mid Sussex Local Plan, all new dwellings (regardless of size, type or tenure) should achieve a minimum of M4(2) of the optional requirements in the Building Regulations, unless it can be demonstrated that to do so would make the proposal unviable.

Figure 1 - The Building Regulations 2010 Approved Document M



⁶ As defined by The Town and Country Planning (Development Management Procedure) (England) Order 2015. Definition included in Glossary.

5. COMMUNITY RESOURCES

- 5.1. Many residents live in the Plan Area for the 'village life'. Copthorne has a vast array of community resources, these include the buildings in which we meet, our shared spaces and the services on offer by private, public and charitable groups.
- 5.2. Our community have confirmed that we would like to preserve community facilities within the Plan Area, to ensure that they remain within walking/cycle distance and available to the community.

Important Community Facilities

- 5.3. Through our consultation activities, and most notably the village survey undertaken in 2019, we have identified the community facilities which are most important to the local community. A detailed explanation of the identification process is set out in the document titled '*Important Community Facilities*' which is included in the evidence that supports this plan.
- 5.4. This policy identifies those facilities and seeks to ensure that they are not lost due to development or change of use and that facilities are safe and accessible by foot and cycle. This means facilities that are easily accessed (within a reasonable walking and cycling distance from its users) and that there are footpaths to the facility that are well lit and in good condition.

CNP4 Important Community Facilities

- CNP4.1 The following facilities, as identified on the [Policies Map](#), are designated as Important Community Facilities:
- (a) Copthorne Surgery
 - (b) Copthorne C of E Junior School
 - (c) Fairway Infant School
 - (d) Copthorne Village Hall
 - (e) Delmar Morgan Centre
 - (f) Copthorne Parish Hub
 - (g) St John the Evangelist C of E Church
 - (h) Copthorne Post Office
 - (i) Copthorne Social Club
 - (j) The Prince Albert Public House
 - (k) Copthorne Scout & Guide Centre
- CNP4.2 Development proposals that would result in the loss of an Important Community Facility (whether that be the actual facility/building or the use of the facility/building), should be refused unless it can be demonstrated that the use and building is no longer required.
- CNP4.3 Proposals that would involve the Important Community Facility being relocated to elsewhere within the Plan Area may be considered acceptable where the new location is easily and safely accessible by foot or cycle.

Public Houses

- 5.5. A concern locally is that the gradual loss of public houses across the country will be replicated within the Plan Area.
- 5.6. The Plan Area only has one public house remaining and therefore policy CNP5 seeks to ensure that it is only lost in exceptional circumstances.

CNP5 Conversion of public houses

- | | |
|--------|---|
| CNP5.1 | Proposals which would result in the loss of a public house will not be permitted unless it can be demonstrated that the existing use is no longer viable. |
| CNP5.2 | If it can be demonstrated that the existing use is not viable the applicant must demonstrate that the applicant has sought to use the site for another community use before considering other uses (such as residential). Other community uses could include combining the public house function with that of a shop, post office, bed and breakfast or self-catering facility. |



Figure 2 – The Prince Albert Pub, a registered Asset of Community Value

Assets of Community Value

- 5.7. Part 5 Chapter 3 of the Localism Act 2011 provides for a scheme called 'assets of community value'. This requires district and unitary councils to maintain a list of 'community assets'. It has also become known as the 'community right to bid'.
- 5.8. Community assets can be nominated by Parish councils or by groups with a connection to the community. Individuals cannot nominate community assets. If the nomination is accepted, local groups will be given time to come up with a bid for the asset when it is sold.
- 5.9. The right to bid only applies when an asset's owner decides to dispose of it. There is no compulsion on the owner to sell it. It is not a community right to buy the asset, just to bid. This means that the local community bid may not be the successful one.
- 5.10. However, the legislation only has effect when the owner of an Asset of Community Value wishes to sell their land/building. Should an owner wish to redevelop or change a nominated community asset there is nothing in the planning system that would protect the community connection or reason for its nomination.
- 5.11. This policy provides guidance to decision makers on development proposals that would impact a local community asset. This plan seeks to protect Assets of Community Value for their community value.

CNP6

Assets of Community Value

- CNP6.1 Development proposals affecting an asset of community value will be supported where it can be demonstrated that the development will not adversely affect the benefits that the asset provides to the local community or the reasons why the land was nominated to be of community value



Figure 3 – Copthorne Carnival, an annual event held on the Village Green

Local Green Space

- 5.12. Open spaces may be designated as Local Green Space where they are demonstrably special to the local community. To be designated as Local Green Space, an area should meet the criteria set out in paragraph 100 of the National Planning Policy Framework.
- 5.13. The Local Green Space designation is a way to provide special protection against development for green areas of particular importance to local communities. To be designated they must be demonstrably special to the local community and hold a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife. The Steering Group have conducted an extensive review of open spaces in the Ward and whether they should be designated as Local Green Space. The full assessment document is included within the Evidence Base.

CNP7 Local Green Space

- CNP7.1 The following areas, as identified on the [Policies Map](#), are designated as Local Green Space:
- (a) Westway designated green space area
 - (b) Copthorne Common
 - (c) Village Green
 - (d) Copthorne recreation ground and skate park
 - (e) Humphreys Field
 - (f) Erica Way Open Space
 - (g) Pinetrees Green Space
 - (h) St John's Churchyard
 - (i) Woodland East of Copthorne Common Road
 - (j) Open Space North of Bridgelands
 - (k) Kits Brook Woodland & Pedestrian Corridor
- CNP7.2 There will be a presumption against all development on Local Green Space except in very special circumstances. Such circumstances could include:
- (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.

6. THE HISTORIC ENVIRONMENT

- 6.1. The community recognises the importance of heritage assets and the contribution they make to the quality of the area. Many assets are already designated and given protection by national planning policy and legislation as well as policies contained within the wider Development Plan. There is no need to reiterate these protections within this plan.
- 6.2. However, also within the Plan Area are buildings which, while not listed, are significant locally and are important features in their own right; and which also contribute to the character and appearance of the Plan Area.
- 6.3. An assessment (Local Heritage Assets (2020)) of our non-designated heritage assets has been carried out to identify those structures considered to be locally valuable and important for their historic value. This policy designates our most significant non-designated assets as 'Parish Heritage Assets' and gives them the protection they deserve.

CNP8 Parish Heritage Assets

- CNP8.1 Development proposals will be supported where they protect and, where possible, enhance Parish Heritage Assets as identified on the Neighbourhood Plan [Policies Map](#). The Parish Heritage Assets are:
- (a) Rowfant Station
 - (b) Rose Cottage (formerly Rowfant Station House)
 - (c) The Prince Albert Public House
 - (d) Church of St John the Evangelist
 - (e) Lych Gate
 - (f) Copthorne CE Junior School
 - (g) Claremont (former butcher's shop)
 - (h) The Old Bakery
- CNP8.2 All proposals that directly impact Parish Heritage Assets, or the setting thereof, must describe the impact of the development on the significance of the heritage asset, demonstrating that the significance of that asset will not be adversely impacted.

7. CHARACTER AREAS

- 7.1. Whilst the Plan Area is not vast, it does contain a number of distinctly different areas that all have their own character. From engagement with our community we believe there is a strong desire for the character of these distinct areas to be protected and reinforced wherever possible.
- 7.2. To inform this plan evidence⁷ has been prepared to investigate and identify the distinct character areas of the Plan Area. This evidence not only identifies the distinct Character Areas⁸ (CA) but also why those areas are distinctive.
- 7.3. It is recognised that the character of areas change over time and this evidence, and the policies in this section, will be revisited alongside any future review of this neighbourhood plan.
- 7.4. This section provides policy support for development that makes a positive contribution to the character of the Plan Area.

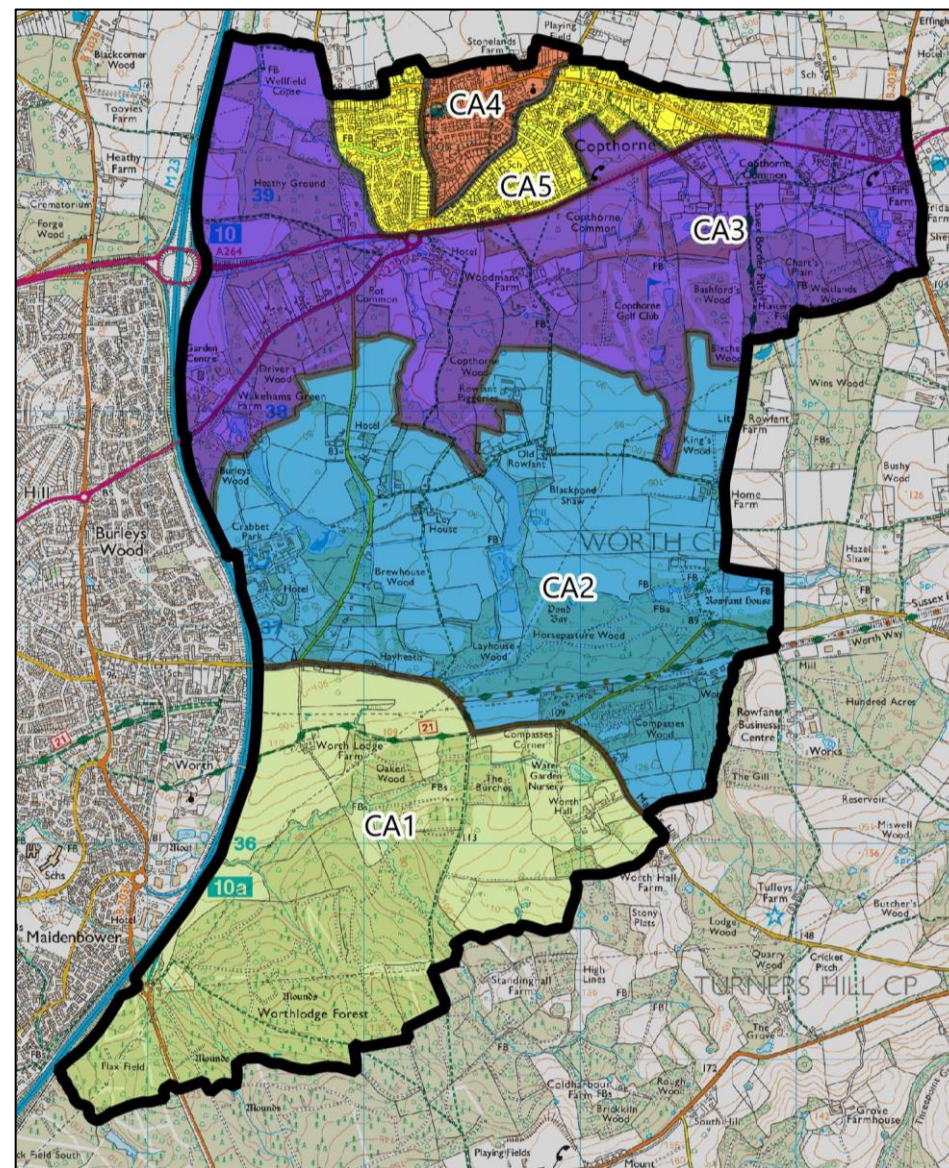


Figure 4 – Map of our Character Areas

⁷ The Copthorne Heritage and Character Assessment

⁸ As shown on the [Policies Map](#).

CA1: High Weald AONB

- 7.5. CA1 is defined by a gently undulating landform and limited development consisting of occasional farmstead. The area is criss-crossed by forestry tracks and the Public Right of Way (PRoW) network. Very few roads pass through the area although the western boundary is formed by the M23, creating a hard edge to it.
- 7.6. Primarily a wooded landscape, it comprises a mixture of ancient woodland, ancient replanted woodland and blocks of plantation. There is also some agricultural land within the northern part of CA1, containing a mixture of arable and pastoral agricultural fields.
- 7.7. Views are typically constrained by the dense woodland with occasional views across agricultural fields and undulating landscape of wooded horizon. That said, lines of pylons cross the landscape interrupting the otherwise naturalistic character.



Figure 5 – Enclosed footpath within the wooded areas of the CA1

CNP9

CA1: High Weald AONB

- CNP9.1 Development proposals must sustain or reinforce the positive aspects that make up the individual character and distinctiveness of CA1 (as shown on the [Policies Map](#)). The positive aspects are:
- (a) That buildings are dispersed and generally rural in character.
 - (b) A good network of PRoWs including bridleways;
 - (c) Predominantly rural land uses absent of urbanised areas;
 - (d) A variety of habitats including scrub, woodland, ponds and streams, with mature specimen trees in agricultural fields;
 - (e) Dense woodland lining the M23 that acts as a buffer, protecting the wider CA from visual and noise effects or the motorway and Crawley to the west.

Certain types of development may alter one or more positive aspects that make up the Character Area. This is acceptable if its overall character and role is not compromised and measures are taken to limit any impacts through mitigation, and where possible, enhancement. For example, this may be the strengthening of other positive aspects of the area's character or general enhancement to the area through increased biodiversity, green links and other mitigation measures.

- CNP9.2 The cluster of commercial operations at Worth Hall is incongruous with the overarching rural character of the area. Proposals for additional built form should incorporate appropriate vegetation/screening to enhance the wider rural character.
- CNP9.3 Proposals that would result in the loss of or change of use of rural buildings or farmsteads to commercial or light industrial ventures should be avoided as these can degrade the overall rural character.
- CNP9.4 Proposals must have regard to the objectives of the [High Weald AONB Management Plan 2019-24](#). Development must demonstrate that it meets relevant elements of these objectives for this nationally important landscape.

CA2: Agricultural Belt

- 7.8. CA2 is defined by historic farmsteads which are scattered across an agricultural and wooded landscape. There is a sense of tranquillity due to the limited road network and sparse development.
- 7.9. The irregular agricultural fields are defined by well-maintained hedgerows interspersed with prominent specimen trees. Most of the land and development contains remnants of the historic estate associated with Rowfant House. A number of millponds that have been formed alongside minor watercourses flowing through the area.

CNP10 CA2: Agricultural Belt

- CNP10.1 Development proposals must sustain or reinforce the positive aspects that make up the individual character and distinctiveness of CA2 (as shown on the [Policies Map](#)). The positive aspects are:
- (a) The remnants of the former estate associated with Rowfant House.
 - (b) Network of PRoWs across the CA which includes the Worth Way / Sussex Border Path;
 - (c) Few public roads, agricultural land uses and blocks of woodland creating a tranquil and rural character.
 - (d) The series of millponds located along watercourses, and the suite recreational activities these provide (such as fisheries).

- (e) Consistent low density, high boundary treatments and large front gardens of built form.
- (f) Historic sunken lanes, such as Old Hollow.
- (g) Characteristically rural views from PRowWs from within the CA including typical features such as mill ponds, woodland and agricultural land.

Certain types of development may alter one or more positive aspects that make up the Character Area. This is acceptable if its overall character and role is not compromised and measures are taken to limit any impacts through mitigation, and where possible, enhancement. For example, this may be the strengthening of other positive aspects of the area's character or general enhancement to the area through increased biodiversity, green links and other mitigation measures.

CNP10.2 Development proposals associated with existing clusters of commercial development should incorporate appropriate vegetation/screening to enhance the wider agricultural character. Proposals that would create new clusters of commercial development should be refused.

CNP10.3 Proposals which create or reinforce woodland along the M23 will be supported as they will improve the tranquillity and rural character of the area.



Figure 6 – Vehicular access provided by farm tracks in CA2

CA3: Copthorne Common and Woodland

- 7.10. As the name suggests, CA3 is primarily a wooded landscape interspersed by irregularly shaped agricultural fields and common land. It is an area that is often referred to as Copthorne's 'Green Ring'.
- 7.11. It benefits from plentiful public access afforded by Copthorne Common, Pot Common and PRoW network providing accessible recreational resources to residents of Copthorne.
- 7.12. It is dissected by a key vehicular corridor providing access to the M23 from Copthorne, Crawley Down, East Grinstead and further afield. That said it has few urban land uses and those that do exist form clusters along its primary roads.

CNP11 CA3: Copthorne Common and Woodland

- CNP11.1 Development proposals must sustain or reinforce the positive aspects that make up the individual character and distinctiveness of CA3 (as shown on the [Policies Map](#)). The positive aspects are:
- (a) The large number of mainly 19th century cottages attests to the area's recent past and adds character to the area. The majority are kept in good condition and while amendments have been made the worst excesses of late 20th century home improvement have been avoided. The larger properties have also been well kept which adds to the area's character.
 - (b) The extensive network of paths including the long distance Sussex Border Path;

Figure 7 – View of Copthorne Golf Club



- (c) The roundabout on Copthorne Common Road (A2220) acts as a node and a gateway to the settlement of Copthorne;
- (d) Large areas of woodland which have a high degree of connectivity stretching across the CA west to east and have a rural character and provide a sense of enclosure and tranquillity;
- (e) Large areas of common land within the CA well connected to the PRowS and easily accessed from the surrounding settlements and feature areas important for biodiversity;
- (f) Views typically are of rural landscapes; either of woodland or agricultural landscapes;
- (g) Copthorne Common and rural areas surrounding Copthorne provide a verdant backdrop for the settlement; and
- (h) The area of Copthorne Common within the settlement envelope of Copthorne north of Copthorne Common Road bringing green infrastructure into the settlement

Certain types of development may alter one or more positive aspects that make up the Character Area. This is acceptable if its overall character and role is not compromised and measures are taken to limit any impacts through mitigation, and where possible, enhancement. For example, this may be the strengthening of other positive aspects of the area's character or general enhancement to the area through increased biodiversity, green links and other mitigation measures.

- CNP11.2 Proposals for commercial uses on the A2220 and A264 Copthorne Common Road or uses that serve the nearby urban areas are incongruous with the otherwise rural setting and should be refused.
- CNP11.3 Development proposals should actively seek to reduce the severance caused by the primary roads (including the M23, A2220 and A264) by providing improved pedestrian accessibility.
- CNP11.4 The suburban development on Newlands Park is not characteristic of this area and should not be considered a suitable design/style/layout cue for further development within this character area.
- CNP11.5 Development that would increase the presence of manmade features in views of agricultural landscapes, such as pylons, agricultural vehicles or caravans should be avoided.

CA4: Historic Core

- 7.13. At the centre of Copthorne is its historic core. This primarily residential area has clusters of commercial activity along Copthorne Bank, Borers Arm Road and Church Road. It is interspersed with a number of historic buildings contributing to a rich sense of place.
- 7.14. The village green forms a key focus of the CA and short footpaths, locally known as 'Twittens', between residential streets increase pedestrian permeability across the area. The palette of materials most commonly used include red or brown bricks and red roof and hung tiles with details including as red brick quoins or red brick bands surrounding windows.

CNP12 CA4: Historic Core

CNP12.1 Development proposals must sustain or reinforce the positive aspects that make up the individual character and distinctiveness of CA4 (as shown on the [Policies Map](#)). The positive aspects are:

- (a) The large number of non-designated built heritage assets, mainly well maintained, which contribute to the character of the village.
- (b) Sensitive modern infill with the widespread use of red brick achieving a blend of old and new.
- (c) The 'village feel' resulting from the main urban area only being slightly suburbanised by modern buildings. This 'village feel' is

particularly highlighted by the setting of the church within its churchyard.

- (d) The boundary walls of historic large houses and their grounds.
- (e) Copthorne Brook is visible at the bottom of the village green.
- (f) PRowS which provide easy pedestrian access through the settlement and the residential streets and further public rights of way which link to a wider network outside the CA.
- (g) A number of heritage assets are clustered along the primary roads of the CA.
- (h) Community features are focused around the village green creating a social hub to the settlement.
- (i) Wide residential roads with an established rhythm and spacing of consistently sized dwellings, vegetated front gardens and or front boundary treatments.

Certain types of development may alter one or more positive aspects that make up the Character Area. This is acceptable if its overall character and role is not compromised and measures are taken to limit any impacts through mitigation, and where possible, enhancement. For example, this may be the strengthening of other positive aspects of the area's character or general enhancement to the area through increased biodiversity, green links and other mitigation measures.

- CNP12.2 Shopfronts on Copthorne Bank and on Church Road are dominant in the streetscape and detract from the character of the CA and setting of undesignated heritage assets. Shops should therefore adopt traditional shop fronts when they are altered/replaced.
- CNP12.3 To maintain the character of the area, proposals should utilise traditional tile hanging rather than timber (or faux) weatherboarding.
- CNP12.4 All proposals for new development should take great care to avoid increasing street clutter (such as overhead power / phone cables) and the urbanisation of the CA (such as front gardens being converted to driveways).



Figure 8 – St Johns Church, located in the Historic Core (CA4)

CA5: Post War Copthorne

- 7.15. CA5 contains the post war primarily residential expansion of Copthorne. As a result it mostly comprises two storey, post-war housing with a suburban density of built form. It has a regular structure to the residential developments of a singular loop of residential streets with many short cul-de-sacs.
- 7.16. The southern boundary of CA5 is defined by the hard edge provided by Copthorne Common Road (A264) which has few safe crossing points.
- 7.17. Whilst there are several examples of heritage assets and pre-war built form within the CA it generally consists of blocks of development with similar architectural styles that form localised character to individual streets. That said, one common feature are green verges which can provide a pleasant street scene when they are not used for parking.

CNP13 CA5: Post War Copthorne

CNP13.1 Development proposals must sustain or reinforce the positive aspects that make up the individual character and distinctiveness of CA5 (as shown on the [Policies Map](#)). The positive aspects are:

- (a) The larger properties, many of them built on former farmland sold as building plots in the late 19th century indicate the popularity of the area in the decades after the railway was built. Built in differing styles they give a prosperous feel to the village.
- (b) Roads with pavements and connecting footways providing good pedestrian accessibility and many intersecting PRow's providing great permeability through the area.
- (c) Green verges lining our roads and streets.
- (d) Screening vegetation along most of Copthorne Common Road (A264).
- (e) Open nature of residential streets.
- (f) Pockets of pre-war developments and
- (g) Areas of mature vegetation such as the river corridor and the informal path between Calluna Drive and Bridgelands.

Certain types of development may alter one or more positive aspects that make up the Character Area. This is acceptable if its overall character and role is not compromised and measures are taken to limit any impacts through mitigation, and where possible,

enhancement. For example, this may be the strengthening of other positive aspects of the area's character or general enhancement to the area through increased biodiversity, green links and other mitigation measures.

CNP13.2 Proposals should seek to minimise negative impacts resulting from additional traffic. In particular, green verges should be protected from vehicles and inappropriate parking. Where measures are put in place to prevent parking on green verges, they should adopt a consistent aesthetic.



Figure 10 – Repeating styles of built form along Oak Close (CA5)

Figure 9 – Repeating styles of built form along Erica Way (CA5)



8. OUR ECONOMY

- 8.1. 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.
- 8.2. Alongside this local provision, the proximity of the Plan Area 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 emerge as a prime commuter settlement with people generally leaving the settlement where they live to find work.
- 8.3. Gatwick Airport also has a marked impact on the Plan Area with several quality hotel and parking facilities within it, 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.
- 8.4. Consultation activities to date have confirmed that there is no strong local desire for Copthorne to become an economic centre but that there is a drive to increase the ability for home working and thus reduce commuting.
- 8.5. This plan therefore seeks to provide a degree of protection to retain the shops and services and reduce the need for commuting but stops short of encouraging new employment-generating development.



Figure 11 – Takeaway based in Capthorne



Figure 12 – Local estate agents based in Copthorne

- 8.6. It is recognised that under permitted development rights it is now possible to change the use of a shop to certain other uses such as offices or light industrial without applying for planning permission. Whilst this may result in the loss of shops which undermines this policy objective, it is nevertheless important to seek to prevent their loss should a planning application be required.

⁹ It is for the decision maker to consider what comprises 'exceptional circumstances' in each case. Exceptional circumstances may include, but are not limited to, bringing an abandoned building back

CNP14 Our Economy

- CNP14.1 Development proposals that would result in the loss of our shops and retail premises within the built-up area boundary (as defined by Mid Sussex District Council), are not supported and will only be permitted in exceptional circumstances⁹.
- CNP14.2 Development proposals that would result in the loss of employment floorspace/land will not be permitted unless; it can be demonstrated that the on-going use of the premises or land for employment purposes is no longer viable.
- CNP14.3 Proposals for the provision of improved telecommunication infrastructure are actively encouraged and will be approved where they do not have an unacceptable impact on residential amenity.
- CNP14.4 All new employment and commercial development over 100sqm, residential development of one unit or more, replacement residential development, and buildings undergoing significant refurbishment, must install Fibre to the Premises (FTTP) broadband connection unless it can be demonstrated that it is not viable to do so.

into use or where the proposal includes the relocation of a shop / retail premises within the built-up area.

9. TRAFFIC & TRAVEL

- 9.1. The Plan Area faces a number of transport related problems and this section seeks to address these as best it can.
- 9.2. The location of the Plan Area means that the village of Copthorne sits at a bottleneck of the commuter rush-hour congestion. The A264 at the Copthorne Hotel roundabout is very congested and operating over capacity in both the AM and PM peak hours. This level of congestion passing through the Plan Area is compounded by the fact that many residents are employed outside of the Plan Area and therefore travel, often by car to work in Crawley, Gatwick, and beyond.
- 9.3. The A264 effectively dissects the Plan Area and separates the village of Copthorne from the countryside to the south. This means that a vital resource for the health and wellbeing of our community is beyond a major road with fast flowing traffic and few safe crossing points.
- 9.4. 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. Whilst increased bus services are supported it is accepted that this plan has limited ability to impact this.
- 9.5. This Plan therefore seeks to increase sustainable transport options where possible but also resolve other issues caused by high private vehicle ownership.



Figure 13 – The busy road junction of Copthorne Bank & Brookhill Road

Sustainable Transport

- 9.6. New development usually generates additional traffic and as highlighted in this Plan, there is already a significant issue with traffic congestion in the Plan Area. There is therefore a need to increase the provision and use of sustainable transport methods within the Plan Area and mitigate for the impacts of new development. This policy provides the support to achieve this.
- 9.7. The government has announced, in response to the contribution vehicles make to climate change, that the sale of petrol and diesel cars will cease by 2030. This policy requires provision of car charging infrastructure which will support and encouraging the decarbonisation of cars and vans.
- 9.8. Passenger numbers at Gatwick Airport are forecast to grow during the Plan period creating an additional need for parking spaces. Placing these parking spaces away from the airport is not sustainable, creating additional pressure on local roads, and increasing CO2 emissions/air pollution and may lead to the loss of countryside. As Gatwick Airport has plans in place to provide sufficient parking spaces within the airport boundary¹⁰ commensurate with a requirement to meet a target of 48% of passengers travelling to the airport by public transport¹¹, on-airport provision is supported as it is the most sustainable location for it. The local authorities surrounding the airport have adopted this approach in their

¹⁰ Plans 18-22, Gatwick Airport Masterplan 2019.

¹¹ Obligation 5.6.1, S106 Legal Agreement between Gatwick Airport Ltd, West Sussex County Council and Crawley Borough Council, 2019

adopted Local Plans¹², with the exception of Mid Sussex District Council. As the closest Neighbourhood Plan area to Gatwick Airport in Mid Sussex, it is considered appropriate to addresses this matter.

Figure 14 – Where a footpath joins the A264 near the Copthorne Hotel, the primary road route through the plan area.



¹² Policy GAT3 of the Crawley Local Plan 2015-2030, Policy 41(4) of the Horsham District Plan 2015, Policy CSP16 of the Tandridge Core Strategy 2008, Saved Policy RUD28 of the Mole Valley Local Plan 2000.

CNP15 Sustainable Transport

CNP15.1 Development will be supported providing it promotes sustainable transport within the Plan Area by:

- (a) 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 as part of the development.
- (b) Identifying and undertaking appropriate measures, such as highway improvements prior to new development being occupied, to address transport infrastructure inadequacies that the development would have caused.
- (c) Where a Transport Assessment or Transport Statement is not required¹³, major developments must include analysis of its impact on the highway network and include proposals to mitigate any harmful impacts. This could include, but not be limited to, physical works, financial contributions towards local transport schemes, and the introduction of speed management systems.
- (d) enhancing the existing public footpaths, rights of way, bridle paths, cycle ways and twittens.

CNP15.2 Proposals for new footpaths and/or cycle lanes, or other routes for non-motorised users will be supported, especially cycle and walking routes that would link Copthorne to the Worth Way, Crawley and East Grinstead.

CNP15.3 For new development, all off road parking spaces must be ready for electric charging. This means:

- (a) The installation of electric car chargers. OR
- (b) The installation of cabling or ducting (designed to accommodate the easy installation of cabling in future) between the relevant consumer unit and location designed for the installation of a car charger in future.

CNP15.4 The provision of additional or replacement airport related parking, including long and short-term parking for passenger vehicles, will not be permitted.

¹³ See the latest version of the *Mid Sussex District Council, Validation criteria for planning applications, Local requirements.*



Figure 15 - Airport related parking recently constructed in the plan area.

Car Parking

- 9.9. Within the built-up area of Copthorne, on-road parking causes congestion and has a significant impact on the visual appearance of most streets.
- 9.10. High levels of car ownership per household are exacerbated by the presence of properties where extensions have taken the place of off-road parking. This also leads to problems of obstruction affecting emergency vehicle access.
- 9.11. The survey undertaken in 2019 identified that there is a significant under provision of parking spaces when compared to existing levels of car ownership. The survey alone identified 122 households who had more cars/vans than their off-road parking can accommodate with space for 144 cars/vans whilst owning 310 vehicles between them – a shortfall of 166 spaces. Extrapolated out we can assume 21% of all properties cannot meet their own parking need and Copthorne village is short of around 600 parking spaces. A details review of the evidence and justification for the specific requirements set is set out in the document titled *'Review of Parking Requirements'* which supports this plan.
- 9.12. This is not a problem that can be easily rectified but is one that we can seek to ensure is not exacerbated by future development. The following policy seeks to achieve these objectives.

CNP16 Car Parking

CNP16.1 Developments within the defined Built up Area Boundary¹⁴ which propose to remove off-road parking spaces on a site will only be permitted where alternative provision is made in accordance with CNP16.3.

CNP16.2 Where an existing parking space within a garage will be lost (for example by its conversion to habitable rooms or demolition) parking provision must be made in accordance with CNP16.3.

CNP16.3 New development must include car parking spaces in accordance with the greater of:

- (a) The latest WSCC guidance¹⁵ at the time the application is submitted. OR
- (b) For residential units, provision of on-plot / off-street car parking spaces in accordance with the following table:

Number of Bedrooms	Number of parking spaces
1	2
2	2
3	3
4+	4



Figure 16 – On-street parking along Church Lane

9.13. Whilst the above policy seeks to ensure that the parking problem is not made worse, it will have limited impact on the existing problems. This plan therefore seeks to provide policy support for any groups that would seek to address acute parking issues and create new dedicated parking areas.

¹⁴ The built up area boundary is defined by Mid Sussex District Council and set out in the adopted development plan. At the time of writing the relevant document is the [Mid Sussex District Plan 2014-2031](#).

¹⁵ Currently the West Sussex County Council, Guidance on Parking at New Developments (September 2020).

- 9.14. This is a complicated matter as the locations where such parking could be delivered would often be wide verges which make a positive contribution to the character and appearance of our village and host flora and fauna that we all benefit from.
- 9.15. That said, we consider the parking issue to be particularly bad and the policy below therefore provides policy support for appropriate developments to deliver additional parking.

CNP17 New Parking Areas

- CNP17.1** Proposals for new small parking areas to address acute on-street car parking problems (such as obstruction and too much demand) in residential areas will be supported where:
- (a) The parking area is within a short walk of the location of the acute parking problems.
 - (b) Adequate landscaping is incorporated to protect, so far as possible, the character of the area or verge.
 - (c) The proposal meets relevant highway standards, in terms of the layout and arrangement of parking provided.
 - (d) The proposal follows the latest WSCC parking guidance and principles.¹⁶
 - (e) The proposal is not for airport related parking or to address airport related parking issues.
- CNP17.2** Whilst parking areas will often be surfaced with tarmac, the applicant should seek to use permeable surfacing or sustainable drainage solutions wherever possible.

¹⁶ Currently the West Sussex County Council, Guidance on Parking at New Developments (September 2020)

10. POLICIES MAP

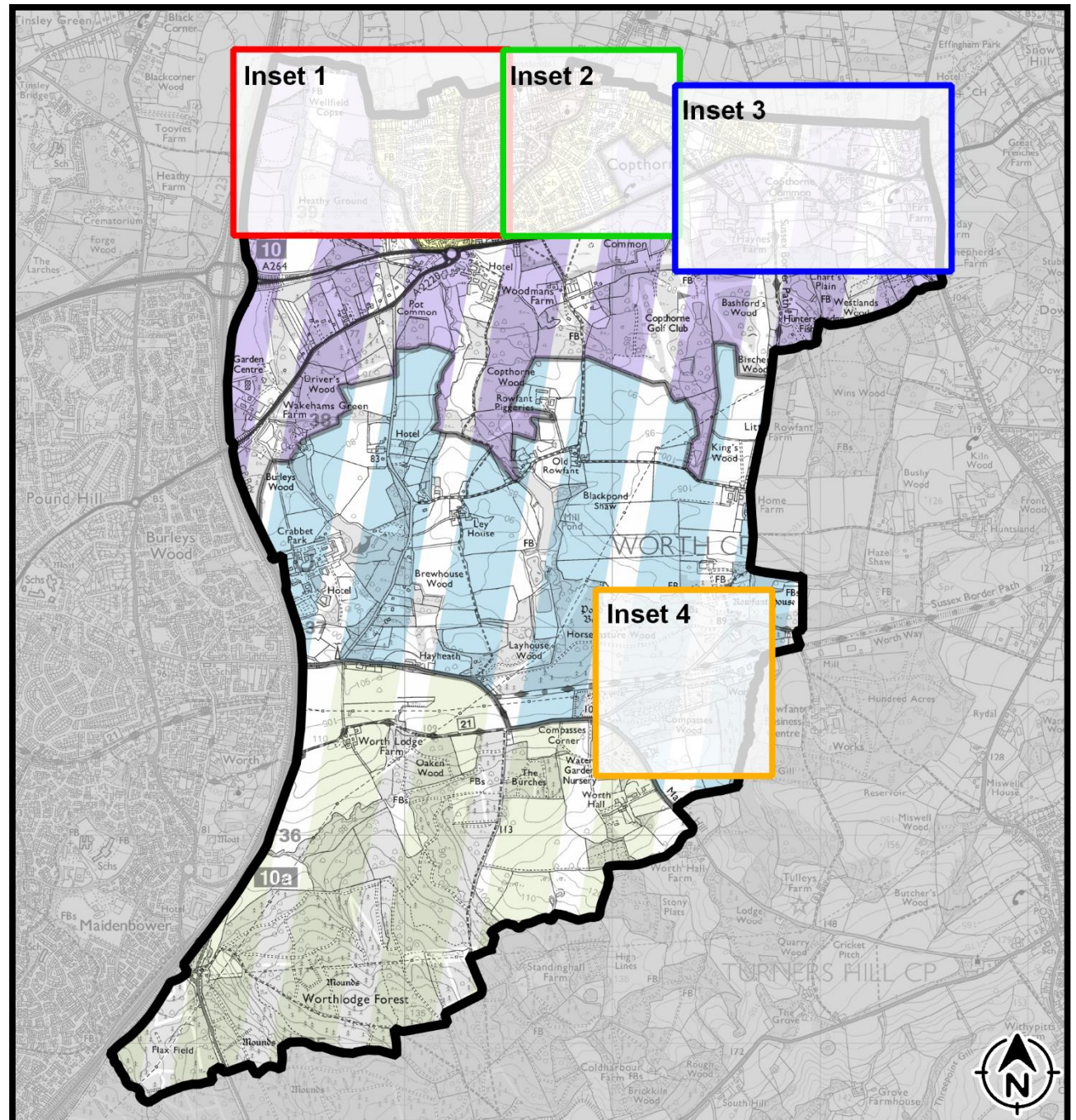
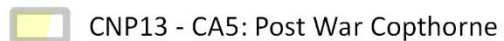
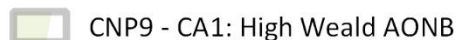
- 10.1. This section contains the neighbourhood plan Policies Map. The Policies Map shows where policies in this document apply.
- 10.2. This map does not include designations or allocations set out elsewhere in the Development Plan (such as the Mid Sussex District Plan). Details of these can be found at <https://www.midsussex.gov.uk/planning-building/planning-policy/>.

Extent of Plan Area

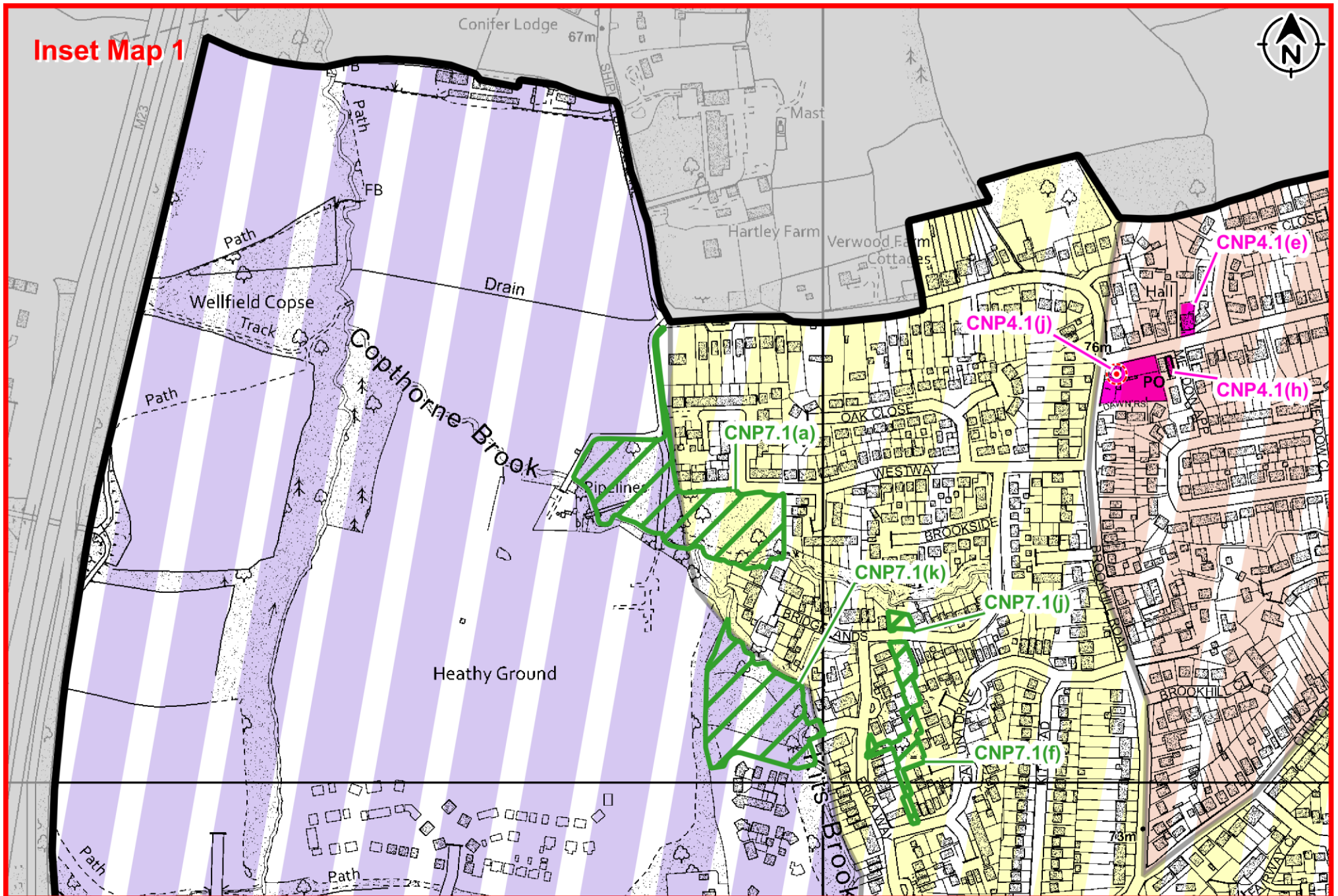


Area not in Plan Area

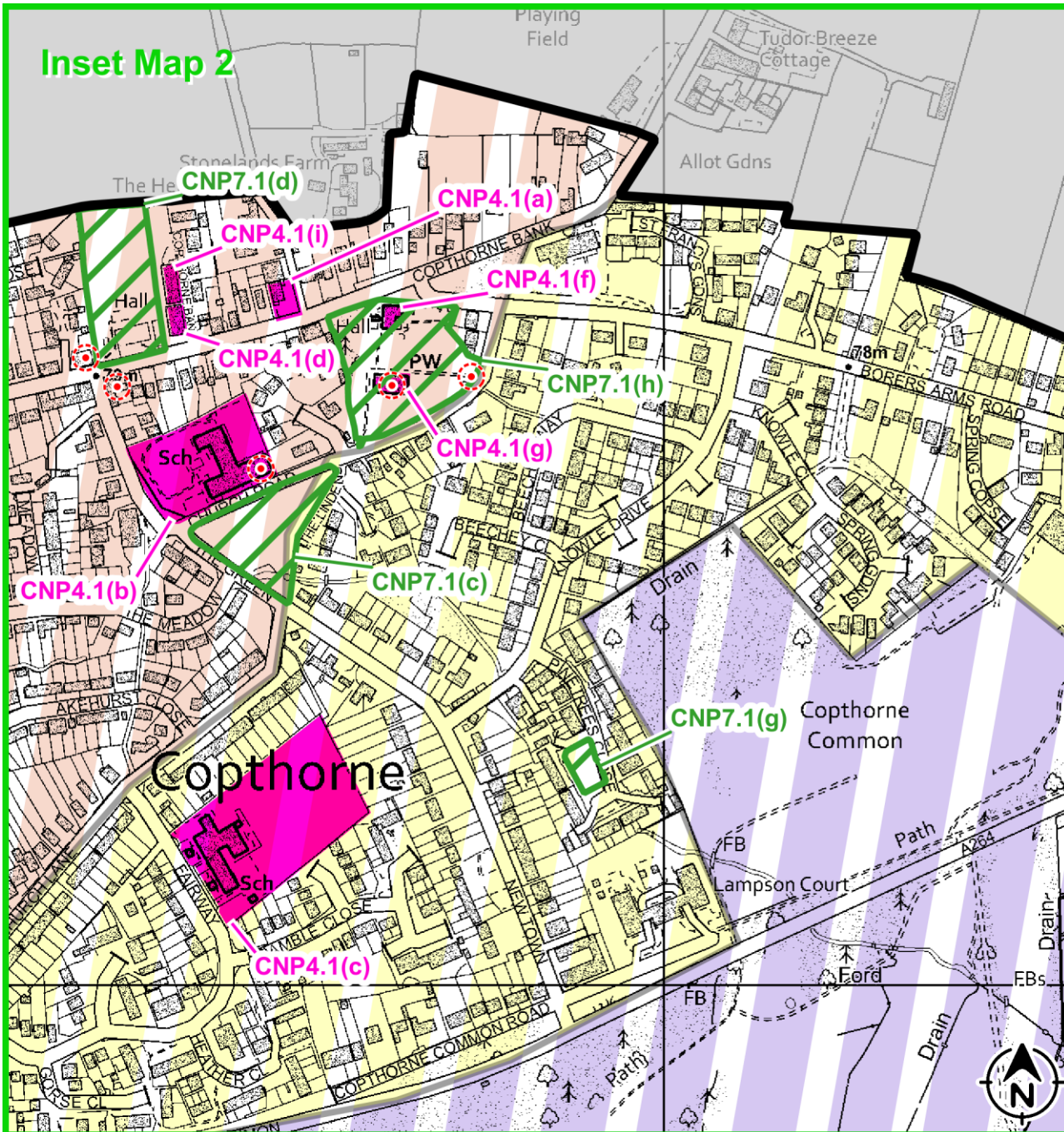
Neighbourhood Plan Policies



Inset Map 1





Inset Map 2



POLICIES MAP - INSET MAP 1 & 2

Extent of Plan Area

 Neighbourhood Plan Area


 Area not in Plan Area

Neighbourhood Plan Policies


 CNP4 - Important Community Facilities

 CNP7 - Local Green Space


 CNP8 - Parish Heritage Assets

 CNP9 - CA1: High Weald AONB

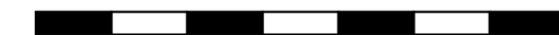
 CNP10 - CA2: Agricultural Belt

 CNP11 - CA3: Copthorne Common and Woodland

 CNP12 - CA4: Historic Core

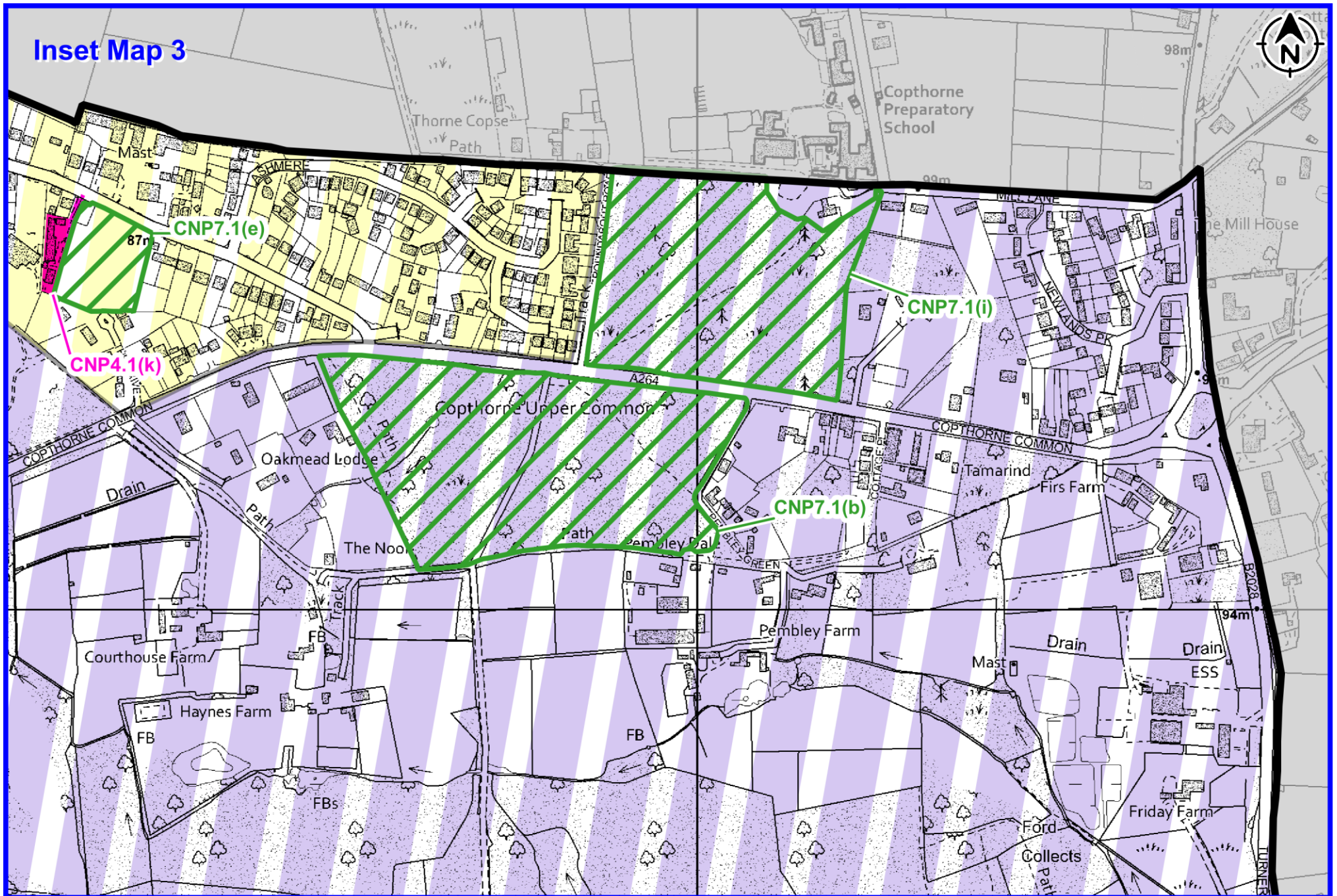
 CNP13 - CA5: Post War Copthorne

0 50 100 150 200 250 300 350 m



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Inset Map 3




Extent of Plan Area


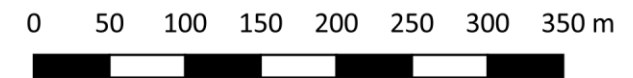
Area not in Plan Area

CNP4 - Important Community Facilities

 **CNP8 - Parish Heritage Assets**

 CNP9 - CA1: High Weald AONB CNP10 - CA2: Agricultural Belt

 CNP11 - CA3: Copthorne Common and Woodland

 CNP12 - CA4: Historic Core CNP13 - CA5: Post War Copthorne

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11. EVIDENCE & RESOURCES

11.1. This has drawn inspiration and evidence from a wide range of documents. However, the key documents which have been used to inform this plan and support its policies is set out in the following documents:

- Basic Conditions Statement (January 2021), *Copthorne Neighbourhood Plan Steering Group*
- Consultation Statement (January 2021), *Copthorne Neighbourhood Plan Steering Group*
- Copthorne Heritage and Character Assessment (May 2019), *AECOM*
- Assessment of Local Heritage Assets (August 2020), *Copthorne Neighbourhood Plan Steering Group*
- Local Green Space Assessment (August 2020), *Copthorne Neighbourhood Plan Steering Group*
- Copthorne SEA Screening (July 2020), *Mid Sussex District Council*
- Copthorne HRA Screening (July 2020), *Mid Sussex District Council*
- Review of Parking Requirements (December 2020), *Copthorne Neighbourhood Plan Steering Group*
- Important Community Facilities (December 2020), *Copthorne Neighbourhood Plan Steering Group*

11.2. Other resources utilised include, but are not limited to:

- National Planning Policy Framework (NPPF)
- Online national planning practice guidance. Particularly the section on Neighbourhood Planning which can be found at <https://www.gov.uk/guidance/neighbourhood-planning--2>
- Mid Sussex District Plan 2014-2031
- Mid Sussex Local Plan 2004 (saved policies)
- 2011 Census data held by the Office for National Statistics

12. GLOSSARY & ACRONYMS

Development Plan	Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.	Neighbourhood Plan	A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.
Heritage Asset	A site or building of historic value.	Non-strategic policies	Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies.
Major Development	“major development” means development involving any one or more of the following— (a) the winning and working of minerals or the use of land for mineral-working deposits; (b) waste development; (c) the provision of dwellinghouses where— (i) the number of dwellinghouses to be provided is 10 or more; or (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i); (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or (e) development carried out on a site having an area of 1 hectare or more;	Plan Area	The area that a neighbourhood plan (or other planning document) relates to. In the context of this plan, the Plan Area is the Copthorne & Worth Ward.
		Planning condition	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
		Public Right of Way	The laws in England and Wales provide you with the right to walk, ride, cycle and drive in ‘public rights of way’. Public rights of way include footpaths, byways and bridleways. Abbreviated to PRoW.
		Significance (for heritage policy)	The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.
		Stakeholder	A person with an interest or concern in something. In the context of this document, a stakeholder is someone with an interest or concern in the Plan Area.

Steering Group	In the context of this document, the group of volunteers appointed by the Parish Council to prepare this Neighbourhood Plan
Strategic policies	Policies and site allocations set out in the Development Plan which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.
Twittens	A term used in Sussex for a narrow path or passage between two walls or hedges.

