

Delegated Decision

Sign off Sheet

Ref. No:	DM/25/1199	Case Officer:	Andrew Horrell
Application Type:	Full Application		
Proposal:	Proposed demolition of 2no. garages and erection of a single dwelling (Class C3) with 2no. off-street parking spaces, plus provision of 1no. off-street parking space for 2 Meadow Approach.		
Site:	Land Adjacent To, 2 Meadow Approach, Copthorne, Crawley, West Sussex, RH10 3RF, ,		
Validation Date	14 May 2025	Overall Expiry Date:	14 Nov 2025
Pre-Commencement Conditions Required:		Pre-Com Conditions Date Agreed:	
Recommendation:	Permission	Recommendation Date:	21 Nov 2025
Target Date:	9 Jul 2025	Recommending Officer Signature:	Andrew Horrell

Date Legal Agreement Completed: (if applicable)		No of Representations:	4
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Signed and Agreed By:	Stephen Ashdown	Date:	21 Nov 2025
Comments:			

MID SUSSEX DISTRICT COUNCIL

DM/25/1199

**Land Adjacent To, 2 Meadow Approach, Copthorne, Crawley, West Sussex, RH10 3RF,
Proposed demolition of 2no. garages and erection of a single dwelling (Class C3) with 2no. off-street parking spaces, plus provision of 1no. off-street parking space for 2 Meadow Approach.
Mr R Hewitt**

SUMMARY OF REPRESENTATIONS

4 Letters of objections have been received on the following grounds:

- Parking
- Highway safety
- Cramped development
- Light

SUMMARY OF CONSULTEES

MSDC Street Naming and Numbering Officer: Please can you ensure that the street naming and numbering informative is added to any decision notice granting approval in respect of the planning applications listed below as these applications will require address allocation if approved

WSCC Highways:

Summary

This proposal is for the demolition of 2no. garages and erection of a single dwelling with 2no off street parking spaces and the provision of 1no. parking space for 2 Meadow Approach. The site is located on Meadow Approach, a D classified road subject to 30mph speed restrictions in this location.

WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns to this application.

Access

The LHA does not anticipate that this proposal would give rise to a material intensification of movements on Meadow Approach over that currently generated by residents and adjoining routes.

There is no evidence to suggest the access is operating unsafely or that the proposal would exacerbate an existing safety concern.

The proposed extension of the vehicular crossover to serve the host dwelling would be subject to a Vehicular Crossover License obtainable from WSCC Highways, an informative note has been included below.

Parking

For residential properties such as this, WSCC calculates parking demand based upon the number of bedrooms within a property as well as factors relating to location.

The WSCC Car Parking Demand Calculator indicates that a development of this size in this location would require at least three car parking spaces for the new dwelling. From inspection of the Site Plan, there is sufficient space for only two vehicles within the associated frontage.

The proposals also provide a single off street parking space for no 2 Meadow Approach.

On street parking is an existing practise along Meadow Approach, there are no known highways safety concerns with this practise. It is not considered that an additional dwelling of this size and tenure in this location would cause a material change in the character of movements/parking in this location, however the LPA may wish to consider any existing pressures of on street parking at this location along with this proposal, from an amenity perspective. The extension of the existing Vehicular Crossover will result in a small loss of available on street parking space.

The applicant does not appear to have provided details of a cycle parking provision for either the proposed or host dwellings. The inclusion of secure and covered cycle parking provision helps promote the use of sustainable transport and may alleviate the reliance on the use of a car; therefore, the LPA may wish to condition this alongside any permission of the proposal.

Sustainability

Cycling is a viable option in the local area for shorter journeys to shops, schools and surgeries. The site is located within a 2-minute cycle of local shops and amenities. Furthermore, regular bus routes operate from Copthorne Bank to the North offering services to Crawley, Redhill, Caterham, Lingfield Station and Tunbridge Wells amongst others.

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions are advised:

Car parking space (details approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction.

This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

Informative

Vehicle Crossover - Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway.

The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:

https://www.westsussex.gov.uk/media/20290/vco_guidance_notes.pdf

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-network-permits-and-licences/highway-licences/west-sussex-county-council-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways/>

Following the submission of a parking survey WSCC Highways stated:

Summary

It has been confirmed that both the host dwelling and proposed dwellings are 3-bedroom properties. The parking demand for each property would therefore be 3 spaces. The proposal therefore has potential to overspill three vehicles onto the highway network. The applicant outlines that currently one of two vehicles within their ownership already makes use of this on-street provision.

The Local Highways Authority consider that overspill parking for a single additional dwelling should not be to such a level that it would provide a severe material increase over the existing arrangement.

Conclusion

Any existing parking concerns are a matter for the Local Planning Authority to consider, however the principle of a single additional dwelling in this location- from a Highways Safety perspective would not be considered to result in a material increase in movements or overspill parking at this location over that which is currently generated.

The Local Highway Authority does not consider that the proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal.

PARISH COUNCIL OBSERVATIONS

Defer to officer and comment on concern around parking

INTRODUCTION

Planning permission is sought for the demolition of two garages and the erection of a single dwelling with the provision of two parking spaces for new dwelling and provision of one parking space for 2 Meadow Approach.

RELEVANT PLANNING HISTORY

None relevant

SITE AND SURROUNDINGS

No.2 Meadow Approach is a semi-detached pitched roofed dwelling with detached garage. This property is characterised by a mix of face brickwork and tile hanging and upvc doors and windows. It is characterised by an existing timber side lean-to.

To the north of the site is close boarded fencing to No.4 Copthorne Bank and attached garage, to the south of the site is No.2 Meadow Approach, to the west of the site is close boarded fencing to pub garden of Prince Albert public house beyond and to the east of the site is the driveway to highway beyond.

The site is within the built-up area of Copthorne.

APPLICATION DETAILS

The existing garages are to be removed.

The proposed 3 bedroom pitched roofed dwelling measures 8.6m in depth, 6.455m in width with an approximate height to eaves of 5.05m and an overall height of 8.1m. The dwelling will have walls served by face brickwork and vertical tile hanging and PVCu doors and windows.

Two parking spaces to the front of dwelling are proposed measuring some 4.8m in depth and 2.4m in width

A new parking space for 2 Meadow Approach is proposed which measures some 2.9m in depth and 2.4m in width.

The dwelling is to be enclosed by 1.8m close boarded fencing.

LEGAL FRAMEWORK AND LIST OF POLICIES

Planning legislation holds that the determination of a planning application shall be made in accordance with the Development Plan unless material considerations indicate otherwise.

Using this as the starting point the development plan for this part of Mid Sussex consists of the District Plan, Site Allocation Development Plan Document (DPD) and Copthorne Neighbourhood Plan.

National policy (which is contained in the National Planning Policy Framework and National Planning Policy Guidance) does not form part of the development plan, but is an important material consideration.

Mid Sussex District Plan

The District Plan was adopted at Full Council on 28th March 2018.

Relevant policies:

DP4 - Housing
DP6 - Settlement Hierarchy
DP17 - Ashdown Forest Special Protection Area and Special Area of Conservation
DP21 - Transport
DP26 - Character and Design
DP27 - Dwelling Space Standards
DP39 - Sustainable Design and Construction

WSCC Guidance on Parking at New Developments - September 2020

Site Allocations DPD

The SADPD was adopted on 29th June 2022. It allocates sufficient housing and employment land to meet identified needs to 2031.

There are no relevant policies.

Copthorne Neighbourhood Plan

The Copthorne Neighbourhood Plan was formally made by the Council on 29th September 2021.

Relevant policies:

CNP1.1 - Design and Character
CNP1.2 - Neighbouring Amenities
CNP2 - Redevelopment and Infill development within the built up area
CNPP11 - Historic Core
CNP14 - Sustainable Transport
CNP15 - Car Parking

Mid Sussex District Plan 2021-2039 Submission Draft (Regulation 19)

The District Council is reviewing and updating the District Plan. Upon adoption, the new District Plan 2021 - 2039 will replace the current District Plan 2014-2031 and its policies will have full weight. In accordance with the NPPF, Local Planning Authorities may give weight to relevant policies of the emerging plan according to the stage of preparation; the extent to which there are unresolved objections to the relevant policies; and the degree of consistency of the relevant policies in the emerging plan to the NPPF. The draft District Plan 2021-2039 (Regulation 19) is currently at Examination and the stage 1 hearings were concluded on the 31st October 2024. There are unresolved objections to some of the Policies in the draft District Plan and as such, only minimal weight can be given to the Plan and this planning application has been assessed against the policies of the adopted District Plan.

Relevant policies:

DPS2 - Sustainable Design and Construction
DPC6 - Ashdown Forest SPA and SAC
DPB1 - Character and Design
DPT4 - Parking and Electric Vehicle Charging Infrastructure
DPH1 - Housing
DPH3 - Sustainable Development Inside the Built up Area
DPH11 - Dwelling Space Standards

Mid Sussex Design Guide Supplementary Planning Document (SPD)

The Council has adopted a 'Mid Sussex Design Guide' SPD that aims to help deliver high quality development across the district that responds appropriately to its context and is inclusive and sustainable. The Design Guide was adopted by Council on 4th November 2020 as an SPD for use in the consideration and determination of planning applications. The SPD is a material consideration in the determination of planning applications.

National Planning Policy Framework (NPPF) (December 2024)

The National Planning Policy Framework (NPPF) 2024 is a material consideration. Paragraphs 8, 11, 12, 131 and 135 are considered to be relevant to this application.

ASSESSMENT

It is considered that the main issues that need to be considered in the determination of this application are as follows;

- Principle
- Impact on Character and Design
- Impact on Neighbouring Amenities
- Highways Impact
- Impact on Future Occupants of the Development
- Sustainability
- Ashdown Forest
- Biodiversity Net Gain

- Planning Balance and Conclusion

Principle

Using this as the starting point the development plan in Mid Sussex consists of the adopted District Plan, Site Allocation DPD, and Copthorne Neighbourhood Plan.

As the proposed development is within the built up area of Copthorne, a Category 2 settlement, the principle of additional windfall housing development is acceptable under Policy DP6 of the District Plan which states:

'Development will be permitted within towns and villages with defined built-up area boundaries. Any 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.'

Policy CNP2 of the Copthorne Neighbourhood Plan states:

'Proposals for redevelopment and infill development within the defined built-up area will be supported subject to 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 causing unacceptable harm to neighbouring properties, pavements, pathways, footpaths, cycle paths, bridleways, established tracks, twittens, and other Rights of Way.*
- (c) The new development will not cause unacceptable 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'*

The principle of erecting an infill dwelling within a defined settlement boundary is considered to be acceptable in principle, owing to the site's sustainable location.

The policies contained within the NPPF are material considerations which should be taken into account in the determination of this application. This is confirmed within paragraph 231 of the NPPF.

Paragraph 232 clarifies that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

Paragraph 11 of the NPPF sets out that plans and decisions should apply a presumption in favour of sustainable development, and states;

'For decision-taking this means;

- c) approving development proposals that accord with an up-to-date development plan without delay;*
- or*
- d) where there are no relevant development policies, or the policies which are most important for the determining the application are out-of-date, granting planning permission unless;*
 - i. The application of policies within this Framework that protect areas or assets of particular importance provides a strong reason for refusing development proposed; or*
 - ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.'*

Footnote 7 of paragraph 11(i) clarifies that the policies referred to are those in this Framework (rather than those in development plans) and relate to habitats sites (and those and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, a National Landscape, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets and other heritage assets of archaeological interest; and areas at risk of flooding or coastal change.

Footnote 8 of paragraph 11 clarifies that for applications involving the provision of housing, in situations where the local planning authority cannot demonstrate a five year land supply of delivery housing sites (with an appropriate buffer) or where the Housing Delivery Test indicates that delivery of housing has been substantially below (less than 75%) of the housing requirement for the last three years, then relevant policies for the supply of housing should be considered out-of-date.

Having regard to the above, while the Council has performed excellently in respect of the Housing Delivery Test, a new standard method formula was published alongside the NPPF which gives Mid Sussex a significantly higher housing requirement than the current District Plan. As a result, and having regard for the need for an appropriate buffer, the Council is unable to demonstrate a five year supply of deliverable housing sites as per the requirements of paragraph 78 of the NPPF.

In light of the above, this development needs to be considered in the context of the presumption in favour of sustainable development. If a development is found to be sustainable, that would weigh heavily in favour of granting permission in the paragraph 11(d) balance. If however the development is not found to be sustainable, that is not the end of the matter; the Local Planning Authority still need to go through the weighing up process between the positive benefits of the scheme against any harm that may be caused, having particular regard for the key policies indicated in paragraph 11(d)(ii).

As part of this process, the weight to be given to development plan policies will need to be assessed against the degree of conformity with the NPPF. Therefore the key test that must be undertaken when assessing this application is as set out within para 11(d) of the NPPF.

The following sections of the report will consider the relevant matters associated with the proposed development in the context of the development plan and other material considerations, including the NPPF in order to undertake the necessary tilted balance assessment outlined above.

Character and Design

DP26 of the District Plan states:

'All development and surrounding spaces, including alterations and extensions to existing buildings and replacement dwellings, will be well designed and reflect the distinctive character of the towns and villages while being sensitive to the countryside. All applicants will be required to demonstrate that development:

- o is of high-quality design and layout and includes appropriate landscaping and greenspace;*
- o contributes positively to, and clearly defines, public and private realms and should normally be designed with active building frontages facing streets and public open spaces to animate and provide natural surveillance;*
- o creates a sense of place while addressing the character and scale of the surrounding buildings and landscape;*
- o protects open spaces, trees and gardens that contribute to the character of the area;*
- o does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution'*

Policy CNP1 of the Copthorne Neighbourhood Plans states that:

'Proposals will be supported where they sustain or reinforce the positive aspects that make up the individual character and distinctiveness of each Character Area, as defined on the Policies Map, in which they sit'

Policy CNP11 of the Copthorne Neighbourhood Plan states under CNP11.1 that:

'As appropriate to their scale and nature development proposals within the defined Character Area 4 - The Historic Core (as shown on the Policies Map) should deliver high quality development which takes account of their immediate locality. In particular development proposals should sustain and where practicable reinforce the positive aspects of the character area and respond positively to the identified sensitivity to change matters included in sections 4.8 and 4.9 of the Copthorne Heritage and Character Assessment (May 2019).'

The dwelling is to be constructed in traditional materials. Within this area of Copthorne there is a mixture in the design of buildings. It is not considered that the design of the detached unit would cause significant harm to the character of the area.

The property will be built in line with the neighbouring property 2 Meadow Approach and would not appear out of keeping with the street scene due to its position on the site. As such, the addition of this detached unit would not cause sufficient detriment to the street scene.

Concerns have been raised that the development would result in a cramped form of development.

The dwelling is to sit comfortably within the plot set off the northern and southern (side) boundaries by approximately 0.9m metre to the southern boundary, 1.1m to the northern boundary, with a private rear garden measuring approximately 43sqm and off road parking to the front of the site for 2 vehicles. This is comparable to the dwellings approved opposite under reference DM/16/1756.

It is therefore not considered that such a development would form an overdevelopment of the site or be of a cramped nature.

Therefore, the proposal is deemed to comply with DP26 of the Mid Sussex District Plan, CNP1 and CNP11 of the Copthorne Neighbourhood Plan and the relevant paragraphs of the NPPF.

Impact on Neighbouring Amenities

Policy CNP1.2 of the Copthorne Neighbourhood Plan states that proposals should not cause 'unacceptable harm' to neighbours amenity whereas policy DP26 of the MSDP states that development should not cause 'significant harm' to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution.

There is therefore some conflict between the District Plan and Neighbourhood Plan in this respect. Under section 38(5) of the Planning and Compulsory Purchase Act 2004 if a policy contained in a development plan for an area conflicts with another policy in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published. As such, policy CNP1.2 of the Copthorne Neighbourhood Plan is considered to take precedence and therefore the test in this instance is whether the development causes 'unacceptable harm' to neighbouring amenities as outlined above.

In terms of overlooking and privacy, a degree is to be expected within the built-up area. The only side facing window is on the first floor serving a bathroom, this will be conditioned to protect neighbouring amenities.

In terms of light, concerns have been raised by 6a Copthorne Bank in terms of outlook. As the proposed dwelling is to be sited to the south of the affected flatted unit there will be a degree of impact. However, based on the submitted Street scene plans, using the BRE 25-degree rule of thumb, unacceptable harm is not deemed to be caused to the first floor flat.

In terms of No.2 Meadow Approach, the proposal is to the north of this dwelling is not deemed unacceptably harmed in terms of sunlight.

Using the existing plans of 14/1357/FUL (1 Meadow Approach) as a guide because 1-4 Meadow Approach are matching pairs, the ground floor of No.2 Meadow Approach is characterised by a utility room at the side and two first floor side windows serving the landing and a WC. These are deemed non-habitable rooms and therefore the level of harm is not seen to be unacceptable in terms of neighbouring amenities.

Therefore, in terms of neighbouring amenities the proposal is not deemed to cause unacceptable harm and complies with DP26 of the Mid Sussex District Plan and policy CNP1.2 of the Copthorne Neighbourhood Plan.

Highways

Policy DP21 of the Mid Sussex District Plan in part states:

'The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable'

CNP14 of the Copthorne Neighbourhood Plan among other matters requires new development proposals to demonstrate that adequate sustainable transport links exist.

Moreover, Policy CNP15 of the Neighbourhood Plan requires new developments to include sufficient off-road parking to meet the criteria of the WSCC guidance or with the provisions as set out within the Neighbourhood Plan. Both in this case is the provision three off street parking spaces for three bedroom dwellings.

The Highway Authority has raised no objection to this application. The site is sustainably located, with some local services and amenities within walking/cycling distance, including bus stops with regular services to Crawley and Tunbridge Wells.

The proposed dwelling is three bedroom and therefore according to West Sussex Parking Standards Guidance (September 2020) that 2.1 off street parking spaces should be provided, No.2 Meadow Approach is also three bedrooms and therefore is subject to the same.

Concerns have been raised that the street is already congested with parked cars.

The proposal provides two off street parking spaces for the new dwelling and one off street parking space for 2 Meadow Approach. Whilst there is a shortfall of three spaces overall. WSCC Highways consider that overspill parking for a single additional dwelling should not be to such a level that it would provide a severe material increase over the existing arrangement. Coupled with this, they have confirmed no highway safety concerns in relation to the proposal.

As noted above the site is located within a sustainable location with unrestricted parking on road. Therefore, the shortfall of off-street parking and potential overspill is not seen as enough of a reason to refuse an application given the positives of the scheme.

Conditions have been recommended in relation to a construction plan, cycle parking and vehicle parking. These conditions are all considered to be reasonable and necessary to accord with local policy. It has also been confirmed that the development is to be built under the latest Building Regulations, so a condition to secure electric vehicle parking is not considered to be required.

Accordingly, the proposal is considered to result in an acceptable highways impact and would meet the provisions of DP21 of the District Plan as well as CNP14 and 15 of the Copthorne Neighbourhood Plan.

Impact on Future Occupants of the Development

Policy DP27 of the District Plan states that all new residential development should comply with minimum nationally described space standards for internal floor space and storage.

The proposed three bed, 4 person dwelling according to national guidelines should be a minimum of 84sqm.

The approximate total floor space would measure 91 square meters in gross internal floor space and therefore comply with these space standards.

It is therefore considered that the proposal would comply with the provisions of DP27 of the District Plan and the Technical Housing Standards.

Sustainability

Policy DP39 of the District Plan relates to Sustainable Design and Construction and requires development proposals to improve the sustainability of development. It states:

'All development proposals must seek to improve the sustainability of development and should where appropriate and feasible according to the type and size of development and location, incorporate the following measures:

- *Minimise energy use through the design and layout of the scheme including through the use of natural lighting and ventilation,*
- *Explore opportunities for efficient energy supply through the use of communal heating networks where viable and feasible,*
- *Use renewable sources of energy,*
- *Maximise efficient use of resources, including minimising waste and maximising recycling/re-use of materials through both construction and occupation,*
- *Limit water use to 110 litres/person/day in accordance with Policy DP42: Water Infrastructure and the Water Environment,*
- *Demonstrate how the risks associated with future climate change have been planned for as part of the layout of the scheme and design of its buildings to ensure its longer term resilience'*

The submitted sustainability statement outlines the following measures:

- Water efficient taps.
- Water efficient toilets.
- Low output showers.
- Flow restrictors to manage water pressures to achieve optimum levels
- EV charging point

Accordingly, it is considered that the proposed development will be compliant with Policy DP39 of the District Plan.

Ashdown Forest

Under the Conservation of Habitats and Species Regulations 2017 (the 'Habitats Regulations'), the competent authority - in this case, Mid Sussex District Council - has a duty to satisfy itself that any plans or projects that they regulate (including plan making and determining planning applications) are not likely to have a significant effect on a European site of nature conservation importance. For most developments in Mid Sussex, the European sites of focus are the Ashdown Forest Special Protection Area (SPA) and Ashdown Forest Special Area of Conservation (SAC). Planning permission cannot be granted by the District Council where the likelihood of significant effects exists. The main issues are recreational disturbance on the SPA and atmospheric pollution on the SAC, particularly arising from traffic emissions.

The application site is outside of the 7km zone of influence and thus there would be no effect on the SPA from recreational disturbance.

Increased traffic emissions as a consequence of new development may result in atmospheric pollution on Ashdown Forest. The main pollutant effects of interest are acid deposition and eutrophication by

nitrogen deposition. High levels of nitrogen may detrimentally affect the composition of an ecosystem and lead to loss of species.

The proposed development was modelled in the Mid Sussex Transport Study (Updated Transport Analysis) as a windfall scheme such that its potential effects are incorporated into the overall results of the transport model, which indicates there would not be an overall impact on Ashdown Forest. This means that there is not considered to be significant in combination effect on the Ashdown Forest SAC by this development proposal.

Biodiversity Net Gain

Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990. Under the statutory framework for biodiversity net gain this application is comprises development below the de-minimis threshold meaning that this development is exempt from providing biodiversity net gain.

PLANNING BALANCE AND CONCLUSION

Planning legislation requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. It is therefore necessary for the planning application to be assessed against the policies in the Development Plan and then to take account of other material planning considerations including the NPPF. The Development Plan in this instance consists of the Mid Sussex District Plan, the Site Allocations Development Plan Document and the Copthorne Neighbourhood Plan.

National planning policy states that planning should be genuinely plan-led. Planning decisions should therefore be in accordance with the development plan unless material considerations indicate otherwise.

As the Council is currently unable to demonstrate a five year supply of deliverable housing sites, it follows that the relevant policies for the supply of housing from the development plan are out-of-date (footnote 8 of paragraph 11 NPPF). As such, reduced weight should be given to these policies.

In these circumstances paragraph 11 of the NPPF provides for a presumption in favour of sustainable development which means that planning permission should be granted unless any adverse effects of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole (having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination), or specific policies in the NPPF that protect areas or assets of particular importance provide a strong reason for refusing the development.

Weighing in favour of the scheme is that the development will provide 1 additional unrestricted residential unit where an existing residential use exists within the settlement boundary of a Category 2 settlement as defined by the District Plan. The proposal is also considered to provide benefits through the standard of accommodation, which is in exceedance for a two storey three bedroom dwelling that can accommodate four people.

For the reasons set out within the assessment section, it is considered that the application complies with Policies DP4, DP6, DP17, DP21, DP26, DP27 and DP39 of the Mid Sussex District Plan and Policies CNP1.1, CNP1.2, CNP1.6, CNP.2.1, CNP11, CNP14 and CNP15 of the Copthorne Neighbourhood Plan, the Mid Sussex Design Guide SPD, the West Sussex County Council's Guidance on Parking at New Development, the National Planning Policy Framework and the Technical Housing Standards. This weighs in favour of supporting the scheme.

The Council has performed excellently in respect of the Housing Delivery Test, a new standard method formula was published alongside the NPPF which gives Mid Sussex a significantly higher housing requirement than the current District Plan. As a result, and having regard for the need for an appropriate buffer, the Council is unable to demonstrate a five year supply of deliverable housing sites as per the requirements of paragraph 78 of the NPPF.

Given this shortcoming in meeting the five year housing supply target, the addition of a new dwelling is considered to help contribute an additional site, albeit making a limited contribution. This contribution nonetheless is considered to weigh in favour of the development proposal.

The proposal is considered to have a neutral impact in respect to a number of issues such as design, neighbouring amenity, highways, sustainability and the impact upon the Ashdown Forest SAC.

In weighing up these issues, when taken together, it is not considered that there are any adverse impacts of the development that would significantly or demonstrably outweigh the benefits of the proposal. In these circumstances the NPPF states that permission should be granted.

There are no other material considerations that would alter the above planning balance.

Decision: Permission

Case Officer: Andrew Horrell