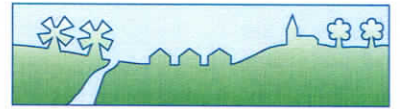
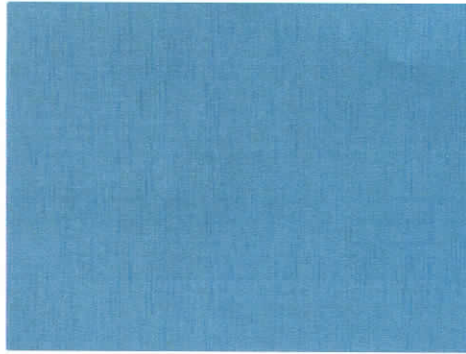


APPENDIX 5



MID SUSSEX
DISTRICT COUNCIL



Mid Sussex District Plan 2014 – 2031

Adopted
March 2018



therefore necessary that all development in the countryside, defined as the area outside of built up area boundaries, must seek to maintain or enhance the intrinsic beauty and tranquillity of the countryside.

Minerals are a finite resource and can only be worked where they are found. Therefore it is important to use them in the most efficient manner to secure their long term conservation. Where a development is sited in a West Sussex Minerals Consultation Area, further work will be required in conjunction with West Sussex County Council as the Minerals Planning Authority to identify whether minerals are accessible in sufficient amounts to be economically viable to extract.

In the interests of historic and nature conservation any development proposals in the countryside must be in accordance with policies DP29: Noise, Air and Light Pollution, DP34: Listed Buildings and Other Heritage Assets, DP35: Conservation Areas, DP36: Historic Parks and Gardens and DP38: Biodiversity.

DP12: Protection and Enhancement of Countryside

Strategic Objectives: 3) To protect valued landscapes for their visual, historical and biodiversity qualities; 11) To support and enhance the attractiveness of Mid Sussex as a visitor destination; and 15) To create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.

Evidence Base: A Landscape Character Assessment for Mid Sussex, A Strategy for the West Sussex Landscape, Capacity of Mid Sussex District to Accommodate Development Study.

The countryside will be protected in recognition of its intrinsic character and beauty. Development will be permitted in the countryside, defined as the area outside of built-up area boundaries on the Policies Map, provided it maintains or where possible enhances the quality of the rural and landscape character of the District, and:

- it is necessary for the purposes of agriculture; or
- it is supported by a specific policy reference either elsewhere in the Plan, a Development Plan Document or relevant Neighbourhood Plan.

Agricultural land of Grade 3a and above will be protected from non-agricultural development proposals. Where significant development of agricultural land is demonstrated to be necessary, detailed field surveys should be undertaken and proposals should seek to use areas of poorer quality land in preference to that of higher quality.

The Mid Sussex Landscape Character Assessment, the West Sussex County Council Strategy for the West Sussex Landscape, the Capacity of Mid Sussex District to Accommodate Development Study and other available landscape evidence (including that gathered to support Neighbourhood Plans) will be used to assess the impact of development proposals on the quality of rural and landscape character.

Built-up area boundaries are subject to review by Neighbourhood Plans or through a Site Allocations Development Plan Document, produced by the District Council.

Economically viable mineral reserves within the district will be safeguarded.

DP13: Preventing Coalescence

The settlement pattern of Mid Sussex makes an important contribution to the distinctive character of Mid Sussex and therefore a strategic objective of the Plan is to promote well located and designed development that reflects the distinctive towns and villages, retains their separate identity and character and prevents coalescence.

Policy DP13: Preventing Coalescence provides the policy framework for achieving the objective based on the Mid Sussex Landscape Character Assessment (2005) which has been jointly produced with West Sussex County Council and provides a profile of each of the distinctive Landscape Character Areas within the District. The Assessment provides further information on the development of settlements in the District, how the landscape has influenced the settlement pattern and the contribution that the settlement pattern makes to the overall character of the Mid Sussex Landscape (part three of the Assessment). Part four of the Assessment sets out land management guidelines for each of the character areas. This includes guidance on how new development could be managed within the landscape.



Areas considered in the Landscape Capacity Study and updated in the Capacity of Mid Sussex District to Accommodate Development Study (2014), plus five additional areas included in the Capacity Study, have all been assessed according to landscape character and visual sensitivity criteria in terms of their contribution to the separation between existing settlements.

DP13: Preventing Coalescence

Strategic Objective: 2) To promote well located and designed development that reflects the District's distinctive towns and villages, retains their separate identity and character and prevents coalescence.

Evidence Base: Mid Sussex Landscape Character Assessment; Capacity of Mid Sussex District to Accommodate Development Study.

The individual towns and villages in the District each have their own unique characteristics. It is important that their separate identity is maintained. When travelling between settlements people should have a sense that they have left one before arriving at the next.

Provided it is not in conflict with Policy DP12: Protection and Enhancement of the Countryside, development will be permitted if it does not result in the coalescence of settlements which harms the separate identity and amenity of settlements, and would not have an unacceptably urbanising effect on the area between settlements.

Local Gaps can be identified in Neighbourhood Plans or a Site Allocations Development Plan Document, produced by the District Council, where there is robust evidence that development within the Gap would individually or cumulatively result in coalescence and the loss of the separate identity and amenity of nearby settlements. Evidence must demonstrate that existing local and national policies cannot provide the necessary protection.

and transport infrastructure across West Sussex. It sets a framework for considering transport infrastructure requirements associated with future development across the county. This policy supports the objectives of the Transport Plan.

Depending on the size and likely transport impact of development, a Transport Statement or Transport Assessment will be submitted alongside planning applications. In such cases, and in accordance with the National Planning Policy Framework and the West Sussex County Council Development Travel Plans Policy, developers will be required to produce a Travel Plan Statement or full Travel Plan in order to reduce the level of vehicle trips associated with the site.

The District Council will continue to work with public transport providers to ensure that the level of service provided meets the needs of commuters and other travellers. This includes the frequency of services and quality of infrastructure such as stations and trains. The District Council will also work with West Sussex County Council to review residential and non-residential car parking standards to ensure that development provides an appropriate level of parking linked to the likely demand for the development and compliance with national planning policy.

DP21: Transport

Strategic Objectives: 6) To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks; and 15) To create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.

Evidence Base: Mid Sussex Transport Study; West Sussex Transport Plan 2011-2026.

Development will be required to support the objectives of the West Sussex Transport Plan 2011-2026, which are:

- **A high quality transport network that promotes a competitive and prosperous economy;**
- **A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;**
- **Access to services, employment and housing; and**
- **A transport network that feels, and is, safer and healthier to use.**

To meet these objectives, decisions on development proposals will take account of whether:

- **The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);**
- **Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;**
- **The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;**

- 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;
- Development which generates significant amounts of movement is supported by a Transport Assessment/ Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;
- The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;
- The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;
- The scheme protects the safety of road users and pedestrians; and
- The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.

Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

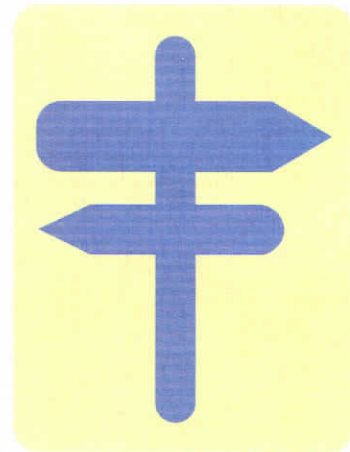
Neighbourhood Plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so.

DP22: Rights of Way and other Recreational Routes

The District has a good, albeit fragmented network of footpaths, cycleways and recreational routes and these routes have the potential to provide good opportunities for sustainable transport and can facilitate healthy lifestyles. Public Rights of Way are identified as a primary environmental constraint to development in the Capacity of Mid Sussex District to Accommodate Development Study (2014, paragraph 6.9) due to both high environmental importance and the strong policy safeguards that apply to them. In accordance with the National Planning Policy Framework (paragraph 75), the District Plan will protect and enhance public rights of way, as well as Sustrans national cycle routes (identified as a secondary constraint in the Capacity of Mid Sussex District to Accommodate Development Study, paragraph 4.2) and other recreational routes.

The South Downs National Park Access Network and Accessible Natural Green Space Study assessed green infrastructure and access across the wider area including the entirety of West Sussex and the National Park. In Mid Sussex the study considers the potential for recreational pressure on the District's Accessible Natural Green Spaces (ANGs) from nearby settlements of Brighton, Crawley and Shoreham (which lack desired ANG provision) to be the main cross-boundary influence (Supporting Information, page 141). The protection and enhancement of Rights of Way and other recreational routes, including signage, is important therefore not only to maintain and improve access and provision for Mid Sussex residents but also for the benefit of the wider region.

Two Sustrans national cycle routes cross the District:



Evidence Base: Mid Sussex Infrastructure Delivery Plan.

The provision or improvement of community facilities and local services that contribute to creating sustainable communities will be supported.

Where proposals involve the loss of a community facility, (including those facilities where the loss would reduce the community's ability to meet its day-to-day needs locally) evidence will need to be provided that demonstrates:

- **that the use is no longer viable; or**
- **that there is an existing duplicate facility in the locality which can accommodate the impact of the loss of the facility; or**
- **that a replacement facility will be provided in the locality.**

The on-site provision of new community facilities will be required on larger developments, where practicable and viable, including making land available for this purpose. Planning conditions and/or planning obligations will be used to secure on-site facilities. Further information about the provision, including standards, of community facilities will be set out in a Supplementary Planning Document.

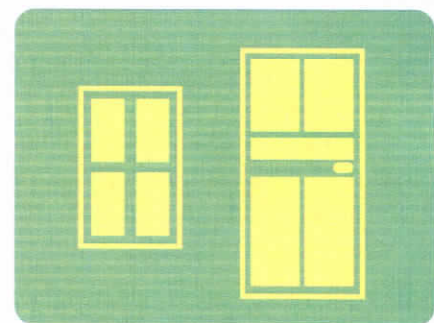
Community facilities and local services to meet local needs will be identified through Neighbourhood Plans or a Site Allocations Development Plan Document produced by the District Council.

Nature and Quality of Development – Design

DP26: Character and Design

Mid Sussex has a high quality built and natural environment and this requires the design of new development to respect the character of towns and villages as well as the character of the buildings. The policy requires high quality in design with new development that contributes positively to the private and public realm (including streets and open spaces), protects valued townscapes, and creates accessible environments.

In relation to Gatwick Airport, any proposed development would need to comply with Aerodrome Safeguarding requirements to ensure that the operational integrity and safety of the airport are not compromised. For example there may be restrictions on height, on the detailed design of buildings or on development which might create an aircraft 'bird strike' hazard.



DP26: Character and Design

Strategic Objectives: 2) To promote well located and designed development that reflects the District's distinctive towns and villages, retains their separate identity and character and prevents coalescence; 4) To protect valued characteristics of the built environment for their historical and visual qualities; 12) To support sustainable communities which are safe, healthy and inclusive; and 14) To create environments that are accessible to all members of the community.

Evidence Base: CABE Good Practice Guidance.

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:

- **is of high quality design and layout and includes appropriate landscaping and greenspace;**
- **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;**
- **creates a sense of place while addressing the character and scale of the surrounding buildings and landscape;**
- **protects open spaces, trees and gardens that contribute to the character of the area;**
- **protects valued townscapes and the separate identity and character of towns and villages;**
- **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 (see Policy DP29);**
- **creates a pedestrian-friendly layout that is safe, well connected, legible and accessible;**
- **incorporates well integrated parking that does not dominate the street environment, particularly where high density housing is proposed;**
- **positively addresses sustainability considerations in the layout and the building design;**
- **take the opportunity to encourage community interaction by creating layouts with a strong neighbourhood focus/centre; larger (300+ unit) schemes will also normally be expected to incorporate a mixed use element;**
- **optimises the potential of the site to accommodate development.**

DP27: Dwelling Space Standards

The purpose of this policy is to set minimum space standards for all dwellings to ensure that the floor area of new homes and associated storage space is sufficient in size to secure a satisfactory standard of accommodation for their residents. In March 2015 the Government published new national technical standards for new dwellings which precluded local planning authorities from imposing technical standards beyond the nationally described space standard. This standard can only be applied where a local planning authority has a policy in place to trigger its application.

Dwelling space standards ensure that all residential development in Mid Sussex is of an acceptable size for the wellbeing of future occupants, that there is appropriate circulation space and that homes



DP29: Noise, Air and Light Pollution

Strategic Objectives: 3) To protect valued landscapes for their visual, historical and biodiversity qualities; and 12) To support sustainable communities which are safe, healthy and inclusive.

Evidence Base: Data held by Environmental Health, Air Quality Action Plan – Stonepound Crossroads, Hassocks.

The environment, including nationally designated environmental sites, nationally protected landscapes, areas of nature conservation or geological interest, wildlife habitats, and the quality of people's life will be protected from unacceptable levels of noise, light and air pollution by only permitting development where:

Noise pollution:

- It is designed, located and controlled to minimise the impact of noise on health and quality of life, neighbouring properties and the surrounding area;
- If it is likely to generate significant levels of noise it incorporates appropriate noise attenuation measures;

Noise sensitive development, such as residential, will not be permitted in close proximity to existing or proposed development generating high levels of noise unless adequate sound insulation measures, as supported by a noise assessment are incorporated within the development.

In appropriate circumstances, the applicant will be required to provide:

- an assessment of the impact of noise generated by a proposed development; or
- an assessment of the effect of noise by an existing noise source upon a proposed development;

Light pollution:

- The impact on local amenity, intrinsically dark landscapes and nature conservation areas of artificial lighting proposals (including floodlighting) is minimised, in terms of intensity and number of fittings;
- The applicant can demonstrate good design including fittings to restrict emissions from proposed lighting schemes;

Air Pollution:

- It does not cause unacceptable levels of air pollution;
- Development on land adjacent to an existing use which generates air pollution or odour would not cause any adverse effects on the proposed development or can be mitigated to reduce exposure to poor air quality to recognised and acceptable levels;
- Development proposals (where appropriate) are consistent with Air Quality Management Plans.

The degree of the impact of noise and light pollution from new development or change of use is likely to be greater in rural locations, especially where it is in or close to specially designated areas and sites.

The District Plan recognises this contribution and will support the protection of trees, woodland and hedgerows, as well as encouraging new planting. Development will be required to incorporate trees, woodland and hedgerows into the design and landscaping scheme.

All hedgerows on farmland and open land are protected and consent is required from the District Council to remove them. The Hedgerow Regulations 1997 also define 'important' hedgerows as being of particular archaeological, historical, wildlife or landscape value.

The District Council will make Tree Preservation Orders or attach planning conditions, in line with national guidance, to protect specific trees, a group of trees or woodlands in the interests of amenity or where they are threatened by development. The amenity value of trees will take into account visibility and characteristics relating to the individual, collective and wider impact including:

- Size and form; and
- Future potential as an amenity; and
- Rarity, cultural or historical value; and
- Contribution to, and relationship with, the landscape; and
- Contribution to the character and appearance of a conservation area.

DP37: Trees, Woodland and Hedgerows

Strategic Objectives: 3) To protect valued landscapes for their visual, historical and biodiversity qualities; 4) To protect valued characteristics of the built environment for their historical and visual qualities; and 5) To create and maintain easily accessible green infrastructure, green corridors and spaces around and within the towns and villages to act as wildlife corridors, sustainable transport links and leisure and recreational routes.

Evidence Base: Green Infrastructure mapping; Mid Sussex Ancient Woodland Survey, Tree and Woodland Management Guidelines, Tree Preservation Order records.

The District Council will support the protection and enhancement of trees, woodland and hedgerows, and encourage new planting. In particular, ancient woodland and aged or veteran trees will be protected.

Development that will damage or lead to the loss of trees, woodland or hedgerows that contribute, either individually or as part of a group, to the visual amenity value or character of an area, and/ or that have landscape, historic or wildlife importance, will not normally be permitted.

Proposals for new trees, woodland and hedgerows should be of suitable species, usually native, and where required for visual, noise or light screening purposes, trees, woodland and hedgerows should be of a size and species that will achieve this purpose.

Trees, woodland and hedgerows will be protected and enhanced by ensuring development:

- incorporates existing important trees, woodland and hedgerows into the design of new development and its landscape scheme; and
- prevents damage to root systems and takes account of expected future growth; and
- where possible, incorporates retained trees, woodland and hedgerows within public open space rather than private space to safeguard their long-term management; and
- has appropriate protection measures throughout the development process; and
- takes opportunities to plant new trees, woodland and hedgerows within the new development to enhance on-site green infrastructure and increase resilience to the effects of climate change; and
- does not sever ecological corridors created by these assets.

Proposals for works to trees will be considered taking into account:

- the condition and health of the trees; and
- the contribution of the trees to the character and visual amenity of the local area; and
- the amenity and nature conservation value of the trees; and
- the extent and impact of the works; and
- any replanting proposals.

The felling of protected trees will only be permitted if there is no appropriate alternative. Where a protected tree or group of trees is felled, a replacement tree or group of trees, on a minimum of a 1:1 basis and of an appropriate size and type, will normally be required. The replanting should take place as close to the felled tree or trees as possible having regard to the proximity of adjacent properties.

Development should be positioned as far as possible from ancient woodland with a minimum buffer of 15 metres maintained between ancient woodland and the development boundary.

DP38: Biodiversity

Coupled with the pressure for new development is the importance of conserving and enhancing areas of importance for biodiversity and nature conservation. The District has a number of valued landscapes, habitats and species which need to be protected and enhanced. The District Plan recognises the importance of the protection and conservation of areas of importance for nature conservation and the valuable contribution made by these sites and features in conserving biodiversity and geodiversity of our natural heritage, together with opportunities for education and employment. The District Plan also recognises the importance of the protection and conservation of areas outside of designated areas where these are of nature conservation value or geological interest especially where they contribute to wider ecological networks.



Mid Sussex lies adjacent to the Ashdown Forest (within Wealden District), a European designated Special Protection Area and Special Area of Conservation. Policy DP17: Ashdown Forest Special Protection area (SPA) and Special Area of Conservation (SAC) looks at protecting this area. Mid Sussex also contains 13 Sites of Special Scientific Interest, 50 Sites of Nature Conservation Importance and 6 Local Nature Reserves. Nearly 16% of the District is covered by Ancient Woodland.

This policy reflects the requirements of the National Planning Policy Framework (section 11) where it relates to biodiversity and the natural environment. It takes into account the duty on the District Council to have regard to the purpose of conserving biodiversity. Development proposals should be informed by local ecological and geological evidence and national guidance. Local ecological evidence should include protected and notable species as well as considering the potential effects of the development on the habitats and species on the Natural Environment and Rural Communities Act 2006 section 41 list.

DP38: Biodiversity

Strategic Objectives: 3) To protect valued landscapes for their visual, historical and biodiversity qualities; and 5) To create and maintain easily accessible green infrastructure, green corridors and spaces around and within the towns and villages to act as wildlife corridors, sustainable transport links and leisure and recreational routes.

Evidence Base: Biodiversity 2020; Biodiversity Action Plan; Biodiversity Opportunity Areas; Green Infrastructure mapping; Habitats and Species Records; Mid Sussex Ancient Woodland Survey; Mid

Sussex Infrastructure Delivery Plan; The Natural Choice: Securing the Value of Nature; West Sussex SNCI Register.

Biodiversity will be protected and enhanced by ensuring development:

- **Contributes and takes opportunities to improve, enhance, manage and restore biodiversity and green infrastructure, so that there is a net gain in biodiversity, including through creating new designated sites and locally relevant habitats, and incorporating biodiversity features within developments; and**
- **Protects existing biodiversity, so that there is no net loss of biodiversity. Appropriate measures should be taken to avoid and reduce disturbance to sensitive habitats and species. Unavoidable damage to biodiversity must be offset through ecological enhancements and mitigation measures (or compensation measures in exceptional circumstances); and**
- **Minimises habitat and species fragmentation and maximises opportunities to enhance and restore ecological corridors to connect natural habitats and increase coherence and resilience; and**
- **Promotes the restoration, management and expansion of priority habitats in the District; and**
- **Avoids damage to, protects and enhances the special characteristics of internationally designated Special Protection Areas, Special Areas of Conservation; nationally designated Sites of Special Scientific Interest, Areas of Outstanding Natural Beauty; and locally designated Sites of Nature Conservation Importance, Local Nature Reserves and Ancient Woodland or to other areas identified as being of nature conservation or geological interest, including wildlife corridors, aged or veteran trees, Biodiversity Opportunity Areas, and Nature Improvement Areas.**

Designated sites will be given protection and appropriate weight according to their importance and the contribution they make to wider ecological networks.

Valued soils will be protected and enhanced, including the best and most versatile agricultural land, and development should not contribute to unacceptable levels of soil pollution.

Geodiversity will be protected by ensuring development prevents harm to geological conservation interests, and where possible, enhances such interests. Geological conservation interests include Regionally Important Geological and Geomorphological Sites.