

# DEVELOPMENT AND INFRASTRUCTURE

## SUPPLEMENTARY PLANNING DOCUMENT

### PREFACE

Mid Sussex District Council is committed to the principles of sustainable development. It believes that providing the infrastructure needed to support the occupiers of new development is a fundamental requirement of sustainable development.

The District Council's original guidance on development and infrastructure, 'The Provision of Service Infrastructure Related to New Development in West Sussex – Part 2, Mid Sussex', was adopted by the Council as Supplementary Planning Guidance (SPG) in November 2000. It was the subject of consultation in accordance with the advice contained in PPG12.

In 2002, the document was amended to take account of PPG 13: Transport. Section 6 (Commutated Parking Payments) was deleted pending the adoption by the Council of local parking standards and local guidance on sustainable transport. The section on Leisure and Recreation Facilities was also amended to incorporate the Council's existing SPG on Financial Contributions to Off-site Playing Space (1997). A number of other minor amendments were also made to bring the document up to date.

In May 2004, Section 6 (Highways and Transport) was amended to include the Total Access Demand (TAD) methodology and revised parking standards.

In November 2004, the District Council commenced a review of its approach to development infrastructure with the intention of adopting a Supplementary Planning Document (SPD), prepared in accordance with the Planning and Compulsory Purchase Act 2004 and PPS12.

In August 2005, the Council published and consulted on a draft Supplementary Planning Document and an accompanying Sustainability Appraisal.

On 20 February 2006, Cabinet considered the representations received in respect of the consultation and resolved to adopt this Supplementary Planning Document.

The Council is aware that the Government is considering a radical overhaul of the present system of planning obligations and is proposing to introduce a Planning Gain Supplement. This SPD is intended to guide developers until such time as any new arrangements are introduced and further guidance is prepared.

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## **INTRODUCTION**

- 1.1 Mid Sussex District Council has worked with the other West Sussex District Councils and West Sussex County Council with the aim of adopting a common approach towards the provision of service infrastructure related to new development.
- 1.2 The countywide approach was set out in general terms in the adopted Supplementary Planning Guidance (SPG) "The Provision of Service Infrastructure Related to New Development in West Sussex – Part 1". The way in which developer contributions are sought in principle is described in the Part 1 document. It was based on Government advice (set out primarily in Circular 1/97: Planning Obligations) and on Structure and Local Plan policies.
- 1.3 This new Supplementary Planning Document (SPD) should be read alongside the Part 1 Supplementary Planning Guidance. As service requirements vary from one area to another, this document shows the way in which service provision is required in Mid Sussex District.
- 1.4 It is the aim of the District Council to provide as much guidance as possible on the services that will need to be provided when land is identified for development in Local Development Documents. However, it is not always possible to anticipate all service requirements when Local Development Documents are prepared. Also, many sites come forward as unidentified or 'windfall' sites.
- 1.5 It is for this reason that this new document has been prepared. It should assist prospective developers to identify the likely infrastructure costs associated with the development of a particular site. As the Local Planning Authority, the District Council holds background material or will be able to determine through the relevant service provider details of locations where service infrastructure is, or would become, inadequate to meet the needs arising from a particular development. The aim of the District Council, as the Local Planning Authority, is to ensure that the service provision is not made worse by new development.
- 1.6 It is expected that this approach will assist landowners and potential developers to understand at an early stage in the development process the likely infrastructure costs, so that existing and future users of the services benefit from the proper and timely introduction of their necessary provision.
- 1.7 In accordance with advice in PPS12, this SPD is consistent with national planning guidance and is clearly cross-referenced to the relevant policies of the Development Plan. The status of the document as SPD is set out in Appendix 1.

## **THE DEVELOPMENT PLAN POLICES**

- 1.8 As a document providing countywide guidance, the Part 1 document was based on and clearly cross-referenced to policy G4 of the West Sussex Structure Plan 1993. The principle underlying Structure Plan policy G4 has since been carried forward to the West Sussex Structure Plan 2001-2016 in the form of policy DEV3
- 1.9 The relevant Local Plan policies are contained in the 2004 Mid Sussex Local Plan. Policies G3 and CS11 refer to the provision of infrastructure.
- 1.10 These policies are set out in Appendix 1.

- 1.11 The SPD takes account of ODPM Circular 05/2005 Planning Obligations, which was published in July 2005.

### **SERVICES FOR WHICH INFRASTRUCTURE CONTRIBUTIONS MAY BE SOUGHT**

- 1.12 The Part 1 SPG document provides a guide to the services which will need to be considered when any new development is being promoted. These range from the services provided countywide by West Sussex County Council, through the local services provided by the District Council and, in some cases, Town or Parish Councils, to services provided by other agencies.
- 1.13 This SPD gives more details of these services and the way in which contributions will be assessed. Calculations of cost will vary dependant upon the particular circumstances but wherever possible, a guide is set out. Guidance as to costs will be regularly updated and the amounts of financial contributions secured by deeds of planning obligations will be subject to review from the execution of the deed to the date of payment by reference to appropriate indicies. In accordance with the latest Government guidance, every effort has been made to include formulae to facilitate the calculation of contributions.
- 1.14 Financial contributions will only be sought where the existing local infrastructure does not have the capacity to service the proposed development. Contributions will be used to compensate for the loss or damage created by a development or to mitigate the impact of the development. They will not be sought solely to resolve existing deficiencies.
- 1.15 In the interests of creating sustainable development, developers should, wherever appropriate, provide the necessary infrastructure on site.

### **RETURN OF UNSPENT CONTRIBUTIONS**

- 1.16 The County and/or District Councils will agree to spend financial contributions within a reasonable period of time up to 10 years after the completion of the development. In the event that the contributions are not spent within this period, developers will be entitled to seek repayment of unspent sums with interest. 10 years is required to programme and plan for the expenditure of pooled contributions.

### **INDEXATION OF CONTRIBUTIONS**

- 1.17 Contributions will normally be paid on commencement of development or on the occupation of the first dwelling. They will be index-linked between the date of the agreement and the date payment is made.

### **THRESHOLDS**

- 1.18 The Council will apply a residential development threshold below which developer contributions will not be sought. This threshold is 5 dwelling units. This SPD will therefore apply to the development of 6 or more dwellings. In the case of non-residential development, the requirement for infrastructure will be considered on an individual basis.
- 1.19 The thresholds for the provision of Affordable Housing are set out in policy H4 the Mid Sussex Local Plan. Affordable Housing will be required where 15 or more dwellings are proposed or on sites which exceed 0.5 hectares.

## OCCUPANCY

- 1.20 In accordance with the guidance in Circular 05/2005, this SPD wherever possible uses formulae for the calculation of contributions. These are based on occupancy of new development. The occupancy assumptions are based information provided by West Sussex County Council. Recent research has shown that the occupancy of new development in West Sussex has remained relatively high, with an average of around 2.5 persons per dwelling.

## REDUCED CONTRIBUTIONS IN RESPECT OF AFFORDABLE HOUSING

- 1.21 Developers often argue that the occupants of affordable housing already live in the same area as the proposed development and are therefore not adding to the burden on existing infrastructure. This has led to an inconsistent approach in the previous SPG. For example, the County Council required contributions towards county services from shared ownership housing provided by Registered Social Landlords (RSLs), but not for housing for rent provided by RSLs, whereas in the case of Sustainable Transport (TAD), all affordable housing was 100% exempt from contributions. In the case of leisure, affordable housing was expected to make contributions in the same way as open market housing.
- 1.22 In response to the consultation on the draft version of this SPD, the County Council submitted research-based evidence which showed that around 33% of affordable housing units are occupied by 'concealed' households. These households already exist and the occupants are therefore already using local services. The County Council suggested that the discount for affordable housing should therefore be based on the proportion of concealed households. The District Council considers that this would be an appropriate approach to adopt.
- 1.23 **The Council therefore proposes that a 33% discount will be applied to all contributions payable under this SPD in respect of all affordable housing units provided by RSLs, regardless of tenure.**
- 1.24 If further evidence of the proportion of concealed households becomes available, the Council may review the level of discount.

## STRATEGIC TRANSPORT CONTRIBUTIONS

- 1.25 Where the Structure Plan and/or Local Development Framework proposes highway improvements which are strategic in nature and which are required in order that development may take place, the Council will require developers to contribute to these improvements. The requirement for Strategic Transport Contributions will arise in East Grinstead when the District Council publishes the Submission Draft East Grinstead Area Action Plan. This Plan will specify details of a package of transport improvements, including an East Grinstead Relief Road. Details of the contributions will be published and incorporated in this guidance at that time.

## **VIABILITY**

- 1.26 If a developer considers that the requirements of this SPD are too onerous, making development financially unviable, and he seeks a relaxation, he will need to demonstrate this by submitting with his application a financial appraisal. This will be assessed by the Council. The Council's costs in carrying out this assessment will be met by the developer. The Council's assessment should be undertaken before the planning application is submitted and then submitted with the application as supporting information.

## **CROSS BOUNDARY ISSUES**

- 1.27 In the case of applications close to the District boundary which may have implications for service delivery in the adjoining District/County, the adjoining authorities will be consulted and requests for contributions to services provided by those authorities will be duly considered. Similarly, if adjoining authorities receive applications which will have an impact on the delivery of services in Mid Sussex, the Council will seek contributions in accordance with this SPD.

## **PROTOCOL FOR PREPARATION OF PLANNING OBLIGATIONS**

- 1.28 In order to deal with planning obligations as efficiently as possible, the Council will adopt the following Protocol for dealing with negotiated planning obligations
- A single officer (normally the case officer) will be nominated as the point of contact for negotiations relating to the planning agreement
  - Heads of Terms for the planning agreement will be clearly set out in the committee report.
  - Following the committee meeting, a timetable for the preparation of the planning agreement will be drawn up, agreed and adhered to by the parties.

## **RECOVERY OF COUNCIL'S COSTS INCURRED IN THE NEGOTIATION AND MONITORING OF PLANNING OBLIGATIONS**

- 1.29 In 2004, the District Council established a Planning Implementation section. One of the tasks performed by the section is monitoring the increasing number of planning obligations. The Council will expect developers to contribute towards the costs of which Council planning staff incur in the negotiation of S106 Agreements and Unilateral Undertakings, and the subsequent monitoring of those agreements. The cost for developments of up to 15 dwellings will be £100 per principal clause and for larger developments, including commercial development, £300 per principal clause. For very large developments, costs will be assessed on an individual basis.
- 1.30 The District Council will also continue to seek the re-imburement of its legal costs. These costs will be indicated to developers before they are incurred.

## **UNILATERAL UNDERTAKINGS**

- 1.31 It is expected that this SPD will provide developers and the Local Planning Authority with greater certainty over the content of planning obligations. This will create the conditions whereby Unilateral Undertakings may prove to be a preferred alternative to negotiated agreements. This is encouraged by Circular 05/2005. The District Council welcomes the increased use of unilateral undertakings as a means of increasing efficiency. It will prepare a standard Unilateral Undertaking template which will be appended to the final version of this SPD.

## **COST INDICES**



- 1.32 Cost indices are reviewed on a regular basis and developers should check with the District and County Councils to ensure that they are using the most up to date indices. The District Council will make every effort to ensure that the most up to date indices are included in the electronic version of this SPD which can be viewed on the Council's website.

### **CONTRIBUTIONS CALCULATOR**

- 1.33 Appendix 2 is a table setting out all potential contributions, related to house types. This is interactive on the electronic version of this document which is on the District Council's web site [www.midsussex.gov.uk](http://www.midsussex.gov.uk) , allowing calculations of contributions to be made for any given residential proposal.



## DISTRICT COUNCIL SERVICES

### 2.0 AFFORDABLE HOUSING

- 2.1 One of the roles of the District Council is to enable and co-ordinate the provision of housing to meet the needs of all those within its community. The land-use planning system makes an important contribution to this function. However, in seeking to meet these needs it is recognised that some people are unable to afford to meet their housing needs through the private housing market and require the provision of alternative, affordable forms of housing.
- 2.2 Government policy states that affordable housing can consist of subsidised and low cost housing. The provision of **subsidised housing** (often referred to as social housing) involves subsidy (eg grants or land at a discounted price). This enables the housing to be available at a cost affordable to people whose incomes are such that they would not be able to house themselves in the open market. This housing will generally be available for rent but may include shared ownership, fixed equity sale or alternative flexible tenure models which meet the District Council's objectives for long term subsidised housing. The provision of **low cost housing** does not involve any form of public capital subsidy. It is housing for sale or rent for people whose income is sufficient to buy or rent in the open market but only at the lower end of the price range for the particular size or type of house needed. In reality, the rapid rise in house prices which has occurred in Mid Sussex in recent years means that it is very unlikely that unsubsidised housing will meet the tests for affordable housing which are set out in the Local Plan.
- 2.3 The planning process is essentially an enabling one and it is necessary to have a package of measures, including a realistic element of new affordable housing provision, which will meet the needs of the households in the district in the most cost-effective way.
- 2.4 This section provides guidance to landowners, developers and registered social landlords (RSLs) on the application of affordable housing policy. It indicates the mechanisms by which the appropriate subsidised and low cost elements of affordable housing can be provided and lists a variety of possible methods through which the Council will seek to achieve this housing.

### POLICY FRAMEWORK

- 2.5 Government advice is set out in Circular 6/98: Planning and Affordable Housing and Planning Policy Guidance Note 3: Housing. This sets out indicative thresholds for the provision of affordable housing on development sites.
- 2.6 The Sussex Rural Community Council undertook a district wide Housing Needs Survey for the Council during November/December 1999. This data has since been brought up to date through the Housing Requirements Study undertaken in 2004. The results of these surveys have been used to develop local plan policy for affordable housing.
- 2.7 Policy H4 of the 2004 Mid Sussex Local Plan sets out a requirement for affordable housing on all proposals for 15 or more dwellings or on sites of 0.5 hectares or more. The policy states that the Council will seek to negotiate a reasonable proportion of affordable housing on these sites, generally 30%, 25% to be subsidised and 5% to be low cost.
- 2.8 The Council will resist proposals for the sub-division of sites where there is a clear intention to avoid the 15 dwelling/0.5 hectare thresholds.

## SECURING AFFORDABLE HOUSING

- 2.9 The planning system is limited in what it can achieve in terms of delivering new affordable housing and there is a need to ensure that any dwellings provided are accessible to the households for which they are intended, and remain so in the future so far as is practicable. The mechanism to bring forward subsidised housing provision is complex and the preferred approach to secure subsidised housing is through the use of Section 106 planning obligations. ODPM Circular 05/2005 (Planning Obligations) makes it clear that planning obligations may be used to secure the provision of affordable housing within development schemes in accordance with the policies contained in the Development Plan.
- 2.10 This approach is designed so that:
- a) the delivery of affordable housing is via Social Landlords registered with The Housing Corporation (RSL); and
  - b) the housing provided is tied by legal agreement to ensure that the dwellings remain available for those in need for all time.

The District Council works with a wide range of RSLs who already own and/or manage social housing in the District. Most of these RSLs are participants in the Mid Sussex Common Housing Register. Between them, the RSLs are able to develop and manage the full range of affordable housing including general needs, accommodation for older people, supported housing and fixed equity sales. Only in exceptional circumstances will the Council support development by an RSL or any other affordable housing provider which does not already have a presence in the District. Affordable housing providers who are not RSLs must be accredited by the Housing Corporation and must satisfy the Council that they have appropriate local management arrangements, a commitment to creating sustainable local communities, and a willingness to help the Council to meet those housing needs that the Council has identified as a priority for the District.

- 2.11 The principal intention of the Council in entering into a Section 106 planning obligation is to ensure that the necessary land is made available on appropriate terms for the subsequent construction of a specified number of affordable housing units to meet identified needs within the district.
- 2.12 The following sections deal with the range of issues likely to be covered by a S106 agreement in different circumstances.
- (a) Mechanism and timing for the transfer of land
- 2.13 The S106 will ensure the provision of the necessary affordable housing units as part of the overall scheme in either of the following two ways:
- (i) the serviced land is made available to the Local authority or an approved Registered Social Landlord at nil cost with a guarantee that it will subsequently only be used to construct the necessary affordable housing in conjunction with the nominated RSL; or,
  - (ii) the developer builds the affordable housing in accordance with the design standards and requirements of the approved RSL and then transfers the ownership and management of the housing to the RSL at a price that reflects nil land value.

2.14 With either approach the Council will encourage the developer to have agreed a suitable housing partner prior to the detailed design stage of the development. It has been demonstrated that with an RSL involved at an early stage for a particular site that a more successful affordable housing scheme is achievable better suited to the needs of the future occupiers and better placed to secure any necessary public subsidy.

(b) Number of Units

2.15 For both allocated and windfall sites the Council will seek to negotiate with the landowner/developer an appropriate proportion of affordable housing to be included within the development based on the policy stance set out in Local Plan policy H4, generally 30% in total. Account will be taken of local housing needs, proximity of local services, facilities and public transport, particular development costs associated with the site, planning objectives and the need to achieve a successful development. Site-specific housing policies will include detail on affordable housing requirements.

2.16 The land made available should be fully serviced and of a sufficient size to accommodate the range and type of dwellings necessary to meet the identified housing need and should not be based on the minimum area possible to accommodate the specified number of units. Account should be taken of the design standards expected for affordable housing (see paragraph 2.37 below).

(c) Restrictions on occupancy/tenure

2.17 The appropriateness of the housing tenure (shared ownership or rented) will be assessed for each individual site. Normally, a balance of 75% rented and 25% shared ownership will be required, in accordance with the results of the Housing Requirements Study of 2004. The Council will expect 100% nomination rights in perpetuity. (Further guidance on controlling occupancy is included at the end of this section).

(d) Timing and integration

2.18 This will depend upon the phasing of the development, provision of the necessary infrastructure, SHG or other public funding etc. The affordable housing provided should be well integrated with the rest of the development ('pepper-potting'). On the larger development sites affordable housing should generally be distributed in groups of no more than 10 dwellings throughout the development rather than concentrated in one location. This will help to avoid any obvious visual separation between private and affordable housing and provide opportunity to introduce more interesting design and variety in the layout. Further it will assist in ensuring that a reasonable mix of housing types and tenure is achieved.

## **COMMUTED PAYMENTS**

2.19 These will only be accepted where there are exceptional reasons preventing the provision of affordable housing on unidentified sites or where the Council is satisfied that there is a substantially greater need in another part of the District which can be better met by provision on an alternative site.

2.20 Where a commuted sum is considered acceptable, a planning obligation will need to be entered into to secure the provision of affordable housing on an alternative site. In these cases the commuted sum should reflect the full cost of providing alternative serviced land for affordable housing (the land to be provided at nil cost to an RSL). The commuted sum should be sufficient to provide the same number of subsidised housing units on an alternative site as would have been provided on site.

- 2.21 The sum will be paid to the Council to be held in trust for affordable housing purposes until a site or existing properties for sale become available.

### **RURAL EXCEPTION SITES**

- 2.22 These are sites outside the defined built up areas where development would not normally be permitted but which maybe released in exceptional circumstances in addition to allocations in the Local Plan. These are subject to the following criteria:

- The Council is satisfied that the need exists locally for the dwellings proposed in accordance with the criteria set out in policy H5 of the Mid Sussex Local Plan.;
- the development should include only affordable housing and not include any element of private housing for sale or rent on the open market;
- the dwellings provided will remain as affordable housing for people with local connections in perpetuity and will be properly managed;
- the site should be well related to an existing settlement which contains facilities and services appropriate to the area;
- the proposal should be modest in scale and not lead to a rapid increase in population which would be inconsistent with the scale and character of the settlement; and,
- the style and character of the housing development should be in keeping with its surroundings and particularly with local building styles.

- 2.23 In these cases a S106 Planning Obligation will be used to secure the transfer of land for affordable housing purposes only directly to an RSL (if this has not already taken place), to control the future occupancy, the criteria for assessing local housing needs and management of the housing provided, and to ensure that, so far as is reasonably practicable, the land continues to be used for affordable housing **in perpetuity**.

### **SHELTERED HOUSING**

- 2.24 The Council's expectations for the provision of affordable housing in relation to sheltered housing is as follows:

#### Traditional Sheltered Housing Schemes (often referred to as Category 1 or 2 schemes)

- 2.25 These schemes may include a communal lounge, alarm system, possibly a resident warden and a range of facilities. Personal care may be provided on an individual basis.

- 2.26 Such schemes will be expected to contribute towards a proportion of affordable housing. It is quite possible that older people who wish to move into such schemes will be unable to afford to purchase a flat on the open market and that there is a need for affordable housing to be provided. This will be achieved in the same way as for non-sheltered housing developments, that is, either though on site provision through the transfer of land to an RSL at nil value to enable them to build separate accommodation on site or, where this is not feasible, through a commuted payment.

#### Very Sheltered Housing Schemes (often referred to as Extra Care Sheltered, Part 2<sup>1/2</sup> or Category 3 minus schemes)

- 2.27 These schemes are targeted towards and designed for frail older people and include provision for an element of care (albeit purchased privately by the residents), as well as meals and other services. There is an expectation that such accommodation will be built to wheelchair standards and will include level access showers, assisted bathrooms and ceilings sufficiently strong to support tracking for hoists.
- 2.28 It is considered that such schemes are providing a specialised form of housing that to a large extent is alternative to residential care homes and is meeting a particular need within the community. Where the Head of Housing is satisfied that a scheme meets the requirements of a very sheltered scheme, it will not therefore be expected to contribute towards a proportion of affordable housing.

### **SECURING LOW COST HOUSING**

- 2.29 Affordable housing can also include an element of low-cost housing. This is housing for sale or rent at the lower end of the open market, the construction and occupation of which does not require any form of public capital subsidy.
- 2.30 Policy H4 of the Mid Sussex Local Plan envisages that a small proportion of the affordable housing provided may be low cost.
- 2.31 There is a range of options, which can be used to secure low cost housing provision. These include discounted sale prices, low cost market prices and financial incentives. They are likely to require subsidy by the developer to ensure that low cost units are achieved. The options will be dependent upon local market conditions and the identified local need. In reality, the rapid rise in house prices which has occurred in Mid Sussex in recent years means that it is very unlikely that unsubsidised housing will meet the tests for affordable housing which are set out in the Local Plan. Appropriate occupancy criteria will be included in the S. 106 Agreement to ensure that the low cost housing is available to meet the identified local need.

### **CONTROLLING OCCUPANCY**

- 2.32 Mid Sussex District Council will seek to control in perpetuity the occupancy of new affordable housing to ensure that it continues to be available to meet local housing needs. In all cases, appropriate occupancy criteria will be included in the S. 106 Agreement. In addition, nomination arrangement will be included in the S. 106 Agreement or a separate Nomination Agreement will be entered into prior to commencement of the development.
- 2.33 The Nomination Agreement will specify the Council's right to nominate both initial and future occupants of the dwellings to be provided. It will set out the procedure to be followed both by the RSL or other housing provider in requesting nominations and by the Council in making nominations. Prospective occupants will be nominated from the Mid Sussex Common Housing Register and in accordance with the Council's adopted Allocation Policy. For schemes developed under rural exception site policies, the agreement will specify the local area with which prospective occupants must have a connection, whether by current residence, employment or family association.
- 2.34 So far as legally possible, the Council will require that the affordable housing should be excluded from any mechanism that could result in any affordable housing becoming available on the private housing market. However, S106 agreements will include a 'cascade' mechanism whereby, in the event of a shortfall of grant funding, the tenure balance of the scheme may be altered with the prior agreement of the District Council.

2.35 In addition, a 'Mortgagee Possession Clause' may be included in situations where a Mortgagee of a RSL gains possession of the whole of the affordable housing land.

#### **DEVELOPMENT STANDARDS FOR AFFORDABLE HOUSING STANDARDS**

2.36 All affordable housing developments will be required to meet the following standards:

- Housing Corporation Scheme Development standard
- Secured by Design standard
- Eco Homes Very Good standard
- Achieve good standards of accessibility and good ratings against Housing Quality Indicators or other Housing Corporation requirements in force at the time of construction
- Achieve following minimum space standards (gross internal measurements):
  - 1 bed flat – 51 sq m
  - 2 bed flat – 66 sq m
  - 2 bed wheel chair flat – 71 sq m
  - 2 bed house – 76 sq m
  - 3 bed house – 86 sq m
  - 4 bed house – 111 sq m
- provide a lift where a block of flats has 4 storeys or more, including the ground floor.

2.37 In order to meet identified need, a proportion of units on suitable sites will be expected to be suitable for wheelchair-dependent occupiers.



### 3.0 COMMUNITY BUILDINGS

- 3.1 Mid Sussex District Council, working in partnership with Local Councils and other organisations, is committed to ensuring that new residential development either provides new community buildings to serve the needs of the new residents or provides pooled financial contributions towards enhancing existing community buildings. The provision of these facilities is an essential part of the infrastructure required to service new development, thereby ensuring that sustainable communities are created (policy CS9 of the Local Plan).
- 3.2 Large-scale housing development (ie normally more than 200 houses) may generate the need for a new, purpose-built community building to be provided by the developer as an integral part of the development. In the case of large allocations, the requirement for a community building may be identified in a Local Development Document. The size and specification will depend upon local circumstances and should be discussed with the District Council. However, based on advice received from Action in Rural Sussex, construction costs, including fees, are likely to be in the range £500,000 to £1m, depending upon the floorspace and facilities provided.
- 3.3 Smaller developments may not generate the need for a new community building. However, they should contribute to pooled funding towards the enhancement of the existing stock of community buildings which serve the locality. Contributions will be spent on the extension or improvement of existing community buildings or, in appropriate cases, the construction by the Local Authority or other organisations of new facilities.

### CONTRIBUTIONS

- 3.4 The following assumptions will be used to calculate contributions towards community buildings:

Typical population served by community building: 2500

Typical community building floorspace: 400 sq m

Building costs for construction of community buildings: £1200/sq m

**Cost per person: £192**

Unit size	Occupancy	Market Housing	Affordable housing
1 bed	1.5 persons	£288	£193
2 bed	2.2 persons	£422	£283
3 bed	2.5 persons	£480	£322
4 bed or larger	3 persons	£576	£386

- 3.5 Where the mix of housing is not known, the contribution will be calculated on the basis of an average occupancy of 2.5.



## 4.0 LEISURE AND RECREATION FACILITIES

4.1 As Local Planning Authority, the Council requires that the leisure and recreation needs generated by new housing development are provided for by the developer as an integral part of the development. These needs will normally include outdoor playing space, a contribution towards sporting infrastructure, and, in the case of larger developments (ie more than 200 units), may include indoor facilities. Wherever possible, facilities should be provided within the development area. If this is not feasible, the Council will require developers to make financial contributions which will be used to provide appropriate facilities in the District. Non-residential developments may also create added demand for leisure facilities or impact on existing provision and appropriate contributions may be sought.

4.2 An example of where the Council has adopted this approach is Burgess Hill, where the residential development promoted on the west side of the town by the Burgess Hill Local Plan helped to fund the development of The Triangle Leisure Centre. This general approach is endorsed by PPG 17 (Sport and Recreation) published in July 2002. Paragraph 23 states:

'Local authorities should ensure that provision is made for local sports and recreational facilities (either through an increase in the number of facilities or through improvements to existing facilities) where planning permission is granted for new development (especially housing). Planning obligations should be used where appropriate to seek increased provision of open spaces and local sports and recreational facilities, and the enhancement of existing facilities.'

4.3 The relevant policies in the Mid Sussex Local Plan are R3 and R4.

### INDOOR FACILITIES

4.4 If there is likely to be a requirement for development to provide or to fund new indoor recreation and leisure facilities or improvements to existing indoor facilities, the requirement will normally be identified in the Local Plan or Local Development Framework. The Council will encourage dual or shared use of leisure and community buildings where this is feasible.

### OUTDOOR PLAYING SPACE

4.5 The Council has adopted the nationally recognised standards and guidelines of the National Playing Fields Association (NPFA) as the yardstick for assessing playing space requirements. These are embodied in the Council's Local Plan and they are applied when proposals for new residential development are considered. These are minimum standards and there may be circumstances where provision in excess of these standards will be required; local authorities are encouraged to build on the standards by assessing local needs and developing appropriate local standards. The Council has published a Mid Sussex Playing Pitch Strategy which further develops national guidelines at the local level.

4.6 **PPG17 requires Local Authorities to undertake local leisure needs assessments and to use these assessments to develop local standards. The Council has commissioned consultants to undertake this work. At the time this SPD was prepared, the work had not been completed. The Council will therefore continue to use the previously adopted standards until new, local standards have been adopted. It may then be necessary to revise this section of the SPD to take account of the new local standards.**

- 4.7 The overall requirement is for at least 2.43ha (6 acres) of playing space per 1,000 population. This total is made up of two elements:
- facilities for formal sport for youth and adult use (sports pitches, greens, courts and athletic facilities) – at least 1.6 – 1.8ha per 1000 population;
  - children’s playing space (equipped playgrounds for toddlers and older children and kickabout areas) – at least 0.6 – 0.8ha per 1000 population;
- 4.8 The children’s playing space requirement is broken into 3 categories; Local Areas for Play (LAPs) for the youngest age group, Local Equipped Areas for Play (LEAPs) for children aged 4-8 years and Neighbourhood Equipped Areas for Play (NEAPs) for older children. Guidance on the size and distribution of each of these categories is set out in the Council’s Local Plan. Detailed guidance on the specification for laying out and equipping these areas is available from the Council’s Leisure and Property Directorate (‘Standards for Playspace Provision on New Housing Developments’).
- 4.9 The Council prepares Development and Design Briefs for many residential development sites. These provide more detailed guidance on the provision of playing space.
- 4.10 It is not always practicable or appropriate to provide all the categories of outdoor playing space, sport and recreation within every development. Only on larger developments is it appropriate to provide playing pitches on site. Thresholds for the provision of LAPs and LEAPs on-site are set out in the Local Plan.

#### **CONTRIBUTIONS TO OFF-SITE PLAY SPACE**

- 4.11 Almost all residential development generates a need for playing space. In line with the guidance contained in PPG 17, the District Council operates a policy whereby, in cases where it is not considered appropriate to provide all the categories of playing space on-site, developers will be expected to make financial contributions to the District Council towards the cost of providing off-site play space.
- 4.12 Contributions will only be sought if the Council intends to spend them on providing new facilities or improving existing facilities which are within a reasonable distance of the proposed development and therefore accessible to the residents of the new development. For LEAPs and NEAPs, these distances will not normally be more than 400m and 1000m respectively when measured in a straight line to the nearest part of the application site. For formal sport (ie playing fields, courts and greens), where participants are prepared to travel some distance, the facilities may be anywhere within the District.

#### **USE OF CONTRIBUTIONS**

- 4.13 The Council will spend the contributions on providing new facilities or improving existing facilities. This could include:

Acquisition of land for play spaces  
 Acquisition of land for formal sport  
 New playground equipment or reconfiguration of existing equipment  
 Safety surfacing  
 Pitch drainage  
 New pavilions or improvements to existing facilities  
 Car parking and access roads  
 Grants to Town/Parish Councils and voluntary organisations for sport, recreation or play

#### 4.14 **CALCULATION OF CONTRIBUTIONS**

4.15 The amount of any contribution will be determined by two main factors:

1. The scale of the development which is proposed, measured by the expected number of residents (the 'Occupancy'), and
2. The nature and extent of existing play space provision
2. The Council's proposals for providing new or improved play space facilities in the locality or improving the sporting infrastructure of the District.

4.16 The way in which contributions are calculated is set down below:

1. The expected occupancy of the development is first estimated. Where details of house types are known, the assumed occupancy will be as follows:

1 bed unit:	1.5 persons
2 bed unit	2.2 persons
3 bed unit:	2.5 persons
4 bed unit (or larger):	3 persons

If the proposal is in outline form and only the total number of units is known, the occupancy will be assumed to be 2.5 persons per unit. Contributions towards children's playspace will not be sought from 1 bed flats.

2. The Council's programme for the provision of new or improved play space facilities is examined to establish if there are any appropriately located proposals for any of the NPFA categories of outdoor sport and children's playing space. If there are no programmed proposals, opportunities for providing new facilities or improving existing facilities in the locality will be considered.
3. Depending upon the conclusions reached in respect of (2) above, the areas required for each category of play space or sporting area deemed to be relevant to the proposal are calculated using the assumed occupancy and the NPFA standards.
4. The current costs per square metre of providing these categories of play or sporting space are then applied to the areas to produce the amount of the contribution.

4.17 The costs are based on the actual costs of providing new facilities and associated works. The costs will be reviewed regularly. The current costs (2006) are set out in Annex 1 to this Section.

4.18 The contributions for different house types are set out in Annex 2. Worked examples which illustrate how contributions are calculated are set out in Annex 3.

#### **MAINTENANCE OF PLAYSACE**

4.19 The District Council may be prepared to adopt and maintain properly laid-out playing space and informal open space within residential areas, subject to the payment by the developer of a commuted sum to cover the cost of future maintenance. A schedule is set out in Annex 5 which enables maintenance costs to be calculated. If developers do not intend to offer these areas for adoption, the Council will need to be satisfied that adequate alternative arrangements have been made for their long-term maintenance, eg, a properly constituted management company.

## **INFORMAL OPEN SPACE**

- 4.20 On most residential development sites, there will normally be a requirement for areas of informal public open space in addition to formal playspace. These will include areas of landscaping, footpath/cycleway corridors and existing sites features which are to be retained, such as trees, woodland areas and water features. The District Council does not lay down standards for the provision of informal open space on development sites, but specific features may be identified in the Local Plan and, for sites where they have been prepared, Development Briefs.

**COST OF PROVIDING NEW PLAYSPACE FACILITIES (2006 PRICES)**

1.	<u>LEAP: 400m<sup>2</sup>, including:</u>	
	Equipment and associated safety surfacing	£50,000
	Drainage (if required)	£3,000
	Landscaping	£1,000
	Fencing (coloured bowtop)	£5,000
	<u>£59,000</u>	(£147 per m <sup>2</sup> )
2.	<u>NEAP: 0.45ha, including:</u>	
	Play equipment with associated safety surfacing	£70,000
	Drainage (for enclosed games area)	£6,000
	Landscaping	£2,000
	Hard surface (tarmac)	£10,000
	Rebound wall and basketball post	£7,000
	Fencing of site boundary	£9,000
	<u>£104,000</u>	(£23 per m <sup>2</sup> )
3.	<u>Playing fields: 2.2ha, including:</u>	
	Levelling	£20,000
	Drainage	£40,000
	Landscaping	£4,000
	Ball stop fencing	£10,000
	Car parking and access road	£50,000
	Pavilion (changing facilities)	£450,000
	<u>£574,000</u>	(£26 per m <sup>2</sup> )

(Note: the figure for playing fields does not include the cost of the land)

**CALCULATION OF PLAYSPACE CONTRIBUTIONS (2006)**N.P.F.A. Standards (using mid point of range)

Local Equipped Areas for Play (LEAPs)	0.25 ha. Per 1000 pop. (2.5m <sup>2</sup> per person)
Neighbourhood Equipped Areas for Play (NEAPs)	0.45 ha. Per 1000 pop. (4.5m <sup>2</sup> per person)
Formal sport (playing fields)	1.7 ha. Per 1000 pop. (17m <sup>2</sup> per person)

Contributions per Person

Equipped playspace (LEAPs)	£147 x 2.5 = £367
Casual/informal playspace (NEAPs)	£23 x 4.5 = £104
Formal sport (playing fields)	£26 x 17 = £442.

Contribution per Open Market Dwelling

	LEAPs	NEAPs	Playing fields
1 bed unit (1.5 persons)	Nil	Nil	£663
2 bed unit (2.2 persons)	£807	£208	£972
3 bed unit (2.5 persons)	£917	£260	£1105
4 bed unit or larger (3 persons)	£1101	£312	£1326

Discount by 33% for affordable units

(Issued January 2006)



**CALCULATION OF PLAYSPACE CONTRIBUTIONS: EXAMPLES****EXAMPLE 1**

Proposal: Full application for the redevelopment of a site within a built-up area.  
Total of 8 units, comprising:

- 4 No. 2 bed flats
- 2 No. 3 bed houses
- 2 No. 4 bed houses

The site is within 400m walking distance of a site allocated in the Local Plan for a new LEAP. There are proposals in the Local Plan for the provision of new playing fields. There are no proposals in the area for a new NEAP. Contributions will, therefore, only be sought in respect of the **LEAP** and **playing field** elements.

	LEAP	Playing fields	Total
4 No. 2 bed flats	4 x £807 = £3228	4 x £973 = £3892	£7120
2 No. 3 bed houses	2 x £917 = £1834	2 x £1105 = £2210	£4044
2 No. 4 bed houses	2 x £1101 = £2202	2 x £1326 = £2652	£4854
<b>Total contribution</b>	<b>£7264</b>	<b>£8754</b>	<b>£16018</b>

**EXAMPLE 2**

Proposal: Outline application for 6 houses in a village, with no details of house types.

The Council has no proposals for providing or improving LEAPs or NEAPs within the village, but does have a programme for improving local playing fields by providing pitch drainage. A contribution will, therefore, only be sought in respect of the playing field element.

Occupancy: 6 units @ 2.5 persons per unit = 15 persons.

Contribution person (playing field element only) = £442

Contribution for development = £442 x 15 = £6630

**CURRENT MID SUSSEX DISTRICT COUNCIL PROPOSALS, PROGRAMMES AND BUDGETS  
FOR THE PROVISION OF OUTDOOR PLAYSPACE**

**Proposals in Mid Sussex Local Plan**

**BURGESS HILL**

New or improved facilities at Triangle Leisure Centre (BH17)

Development of leisure facilities at Sidney West (BH18)

Playing fields and associated facilities (BH19):

- Land east of Kingsway
- Land to the north east of Sheddingdean
- Land to the south of Southway
- Shared facilities, St Pauls School development, West End Farm (BH23)

Local Equipped Area for Play, St Wilfrid's Road (BH20).

**EAST GRINSTEAD**

Local Equipped Areas for Play (EG15)

- Escots Estate, off Court Crescent
- Escots Estate, off Escots Drive
- Sackville Gardens

Shared leisure and recreation facilities, Imberhorne School (EG16).

**HAYWARDS HEATH**

Local Equipped Area for Play at Colwell Gardens (HH17).

Playing fields and associated facilities, land to the west of Beech Hurst (HH18) and at Bolnore Village (BH19).

**ANSTY**

Extension to Ansty Recreation Ground (AN1).

**BOLNEY**

Extension to Bolney Recreation Ground (BO3).

**CRAWLEY DOWN**

Provision of playing pitches to meet need identified by Mid Sussex Playing Pitch Strategy.

**CUCKFIELD**

Extension to Whitemans Green Recreation Ground (CU3).

**HURSTPIERPOINT**

Extension of Fairfield Recreation Ground (HU2).

**KEYMER AND HASSOCKS**

Provision of additional pitches adjacent to Hassocks Football Club (KH5).

**PEASE POTTAGE**

Extension of Finches Field Recreation Ground (PP5).

**TURNERS HILL**

Extension of East Street Recreation Ground (TH2)

Local Equipped Area for Play, Withypitts East.

## **Capital Programme**

Outdoor facility refurbishment

Park renovations

Pitch drainage programme

Opportunity purchase of land for recreational use.

Rural Community Provision Scheme (to provide for leisure and community facilities within rural areas, either directly or by assisting local councils and other organisations).

Capital Grant Scheme (to provide for leisure and community facilities in urban areas).

Play area refurbishment and improvement.

Informal youth facilities

Sports pavilions and other facilities to enhance existing recreation sites.

## **Revenue Budget**

In addition to the Capital items listed above, the Council operates an extensive Revenue Budget programme which includes provision for projects when opportunities arise. The Budget is based on a cyclical approach to enhancing leisure facilities, but by necessity, a flexible approach is taken in order to respond to changing needs.



## AMENITY LAND ADOPTION

**Calculation of Capital Contributions for Maintenance of the Landscape Infrastructure**

Capital contribution in respect of each item =  $\frac{\text{Annual unit cost} \times \text{unit} \times 100}{\text{interest rate (Note 1)}}$

**Cost of maintenance from 1 April 2005**

<b><u>Item</u></b>	<b><u>Unit</u></b>	<b><u>Annual Unit Cost</u></b>
<b><u>Grounds Maintenance</u></b>		
Maintenance of Dog Bins	per bin	103.50
Shrub beds - mulched to L A specification	per 100m <sup>2</sup>	204.00
Ditch maintenance	per 100m run	315.00
Seasonal bedding/Herbaceous Borders	100m <sup>2</sup>	214.00
Hedge maintenance - High Vig 2 x p a	per 100m run	163.00
Hedge maintenance - low Vig 1 x pa	per 100m run	79.00
Wild flower meadow/maintenance	per 100m <sup>2</sup>	9.60
Grassed areas to be maintained 15 x p a	per 100m <sup>2</sup>	23.80
Grassed areas to be maintained 4 x p a	per 100m <sup>2</sup>	6.60
Grassed areas to be maintained 2 x p a	per 100m <sup>2</sup>	3.36
Litter scavenge/collection E.P.A.Zone 1	per 100m <sup>2</sup>	9.60
Litter scavenge/collection E.P.A.Zone 2	per 100 m <sup>2</sup>	5.90
Litter scavenge/collection E.P.A.Zone 3	per 100m <sup>2</sup>	4.90
Woodland Litter Scavenge	per 100m <sup>2</sup>	0.01
Sweeping hard surfaces	per 100m <sup>2</sup>	11.30
<b><u>Arboricultural</u></b>		
Individual established trees (up to semi-mature)	per tree	20.70
Individual mature trees	per tree	36.00
Groups of trees/small copses	per 100m <sup>2</sup>	57.00
Large woodland areas (to be individually assessed)		
Newly planted individual trees e.g. standard	per tree	14.00
Newly planted copse of whips/feathered trees	per 100m <sup>2</sup>	64.00
Newly planted copse of whips & standards	per 100m <sup>2</sup>	72.00
<b><u>Civils</u></b>		
Playground (equipped) (see note 2)	per p/ground	368.00
Rubber Safety Surfacing	per m <sup>2</sup>	1.14
Bark " "	per m <sup>2</sup>	1.14
Stone footpath (Type 1 blinded by 3mm. grit)	per 100m <sup>2</sup>	28.00
Tarmac footpath with conc. edges	per 100m <sup>2</sup>	38.00
Brick wall up to 1.8m high	per 100m run	90.00
Close Board or similar fencing up to 1.8m	per 100m run	49.70
Post and 3 rail fence with chainlink	per 100m run	49.70
Pond maintenance (see note 3)	per 100m <sup>2</sup>	39.00
Pond maintenance - repair of banks	per 100m run	85.00
Seat/Bench	per unit	36.00
Unilog retaining wall	per 100m run	123.00
Re-bound Wall	per unit	184.00
Stand alone Basketball Post	per unit	62.00
All weather surface	per 100 sq. m.	38.00
Grasscrete surfacing	per 100 sq. m.	36.00

Wooden vehicular bridge per unit 543.00\*  
 (\* Assume new bridge costs £10,500 and has a life span of 20 years)

Note 1: - (5 year Public Works Loan Board Interest Rate **4.75%**)

The above annual unit cost figures (AUC), and interest rate will be reviewed annually and the most current figures will be used at the actual date of advising the developer of the capital sums due. These will remain valid for 6 months and may then be re-calculated if necessary.

To calculate the capital contributions one need only multiply the current up to date AUC by the appropriate unit, then by 100 and divide by the current rate of interest i.e.:-

For areas	$\frac{\text{£AUC} \times \text{m}^2 \times 100}{4.75}$	e.g. for 1920 m <sup>2</sup> of grass to be cut 15 times a year	
	$= \frac{\text{£}23.80 \times 19.2 \times 100}{4.75}$		= £9,620.2
For lengths	$\frac{\text{£AUC} \times \text{m} \times 100}{4.75}$	e.g. for 64m of vigorous hedge	
	$= \frac{\text{£}163.00 \times 0.64 \times 100}{4.75}$		= £2,196.2
For items	$\frac{\text{£AUC} \times 100}{4.75}$	e.g. for one established semi-mature oak tree	
	$= \frac{\text{£}20.70 \times 100}{4.75}$		= £435.79

Note 2  
Calculation of playground maintenance

Inspect and maintain 12 x per annum at cost of £14.00 per visit	= £ 168.00 p a
Painting / staining of equipment every 3 years at cost of £240.00 ( ÷ 3 )	= £ 80.00 p a
Vandalism / running repairs / sweeping glass etc.	= £ 120.00 p a
Total =	<u>£368</u>

Note 3  
Calculation of pond maintenance capital commuted sum

Allow for dredging and removal of spoil once every 8 years at £3.12 m <sup>2</sup> per occasion		
3.12 ÷ 8 = £0.39/m <sup>2</sup> p.a.	or	<u>£39.00 per 100m<sup>2</sup> p.a.</u>
Allow for repair of pond banks once every 15 years at £12.75 / lin m		
12.75 ÷ 15 = £0.85 / lin. m. p.a.	or	<u>£85 per 100 lin. M. p.a.</u>

NB: Litter scavenge covered under site litter scavenge rates

## 5.0 PUBLIC ART

- 5.1 The District Council is proposing to adopt a District Arts Strategy in 2005. The Strategy will identify the planning system as a means of increasing the provision and scope of public art within Mid Sussex.
- 5.2 Policy B8 of the Local Plan encourages developers to incorporate public art within their development.
- 5.3 Public Art is defined as “The creation of an Art or Craftwork project, designed and/or made by professional artists and craftspeople, which enhances the appearance of the public realm.”
- 5.4 The Council considers that all new housing development above the threshold (6 or more units) and commercial development of more than 1000 sq m should make a contribution to public art. This could be
- A specially commissioned work of art forming an integral part of the development.
  - A pooled financial contribution paid to the Council which will be spent by the Council on supporting local public art commissions or promoting individual artistic events in the District.
- 5.5 If the developer chooses the pooled financial contribution option, the cost will be £100 per person for residential development. Contributions for commercial development will be assessed individually.
- 5.6 If the developer prefers to commission a work of art an obligation will be included within the S106 Agreement or Unilateral Undertaking.

### CONTRIBUTIONS

- 5.7 The contribution will be £100 per person and will be applied to residential development as set out below:

Unit size	Occupancy	Market Housing	Affordable housing
1 bed	1.5 persons	£150	£100
2 bed	2.2 persons	£220	£147
3 bed	2.5 persons	£250	£168
4 bed or larger	3 persons	£300	£200

- 5.8 Where the mix of housing is not known, the contribution will be calculated on the basis of an average occupancy of 2.5 persons.





## **6.0 RECYCLING FACILITIES**

- 6.1 The District Council is committed to promoting sustainable development and encouraging the recycling of waste. An important means of achieving this objective is ensuring that new development makes adequate provision for recycling. It is anticipated that the amount of materials to be recycled will increase in the future. As part of the objective to encourage the recycling of waste and to ensure that all development is of a high standard of design and layout, the Local Planning Authority will normally expect all development to:
- a) provide adequate facilities within each dwelling for storage and collection of waste/recyclable materials, and
  - b) depending on the scale of development, provide a local recycling facility within a development site or secure a financial contribution towards the provision of such a facility off-site.
- 6.2 In considering planning applications for new housing development, the Local Planning Authority will require collection points for refuse/recycling containers at a point nearest the front boundary of the property or at the end of private drives, adjacent to the highway. This provision is only likely to require a small hardstanding area (an area measuring 2.5 metres x 1 metre will provide sufficient space for wheeled bins and recycling boxes), designed as an integral part of the development and screened by walling or landscaping.
- 6.3 With regard to recycling facilities for communal developments, i.e. flats and Houses in Multiple Occupation (HMO's), provision will be required for a communal bin area/compound suitable for multiple containers up 1100 litres in size. In addition access arrangements will be of a standard suitable for heavy goods vehicles.
- 6.4 In large-scale residential developments (200 or more dwellings), it will be necessary to make provision for a central recycling point. This would logically be located in an area visited by the local community i.e. local retail outlet or recreation area. Small, local recycling sites only require a hardstanding area of approximately 30 sq meters.
- 6.5 If on-site provision of a local recycling point is not made, the Local Planning Authority will require a financial contribution of £100 per open market dwelling (£67 per affordable dwelling) which will be spent on providing new recycling points and enhancing existing sites.
- 6.6 In considering planning applications for development other than new housing, the Local Planning Authority will assess the needs for provision of additional appropriate recycling facilities individually.



## **7.0 MEASURES TO SAFEGUARD THE ENVIRONMENT**

- 7.1 The assessment of needs for and the provision of appropriate environmental measures to safeguard against or to mitigate any adverse effects on the environment, is an important concern for the Council in relation to all planning applications for new development.
- 7.2 In this context, the term '**environment**' encompasses a very wide range of basis resources including soil, air, water and energy. It is also inextricably linked to the concept that biodiversity (the variety of life) is fundamental to the continuance of life as we know it. The Council adopted Supplementary Planning Guidance for Landscape and Biodiversity in 2003.
- 7.3 In relation to sites allocated for development in the Local Plan or Local Development Framework, the relevant policies will normally set out requirements for provision of any necessary environmental measures associated with the implementation of the proposal. Development that will have a significant environmental impact may require the submission of a formal Environmental Impact Assessment (EIA) with the planning application. Developers of larger sites should approach the Council at an early stage to obtain a formal Screening Opinion as to whether EIA will be required.
- 7.4 Proposals for new development on sites which are not identified by the Local Plan, whether or not they have already been used/developed otherwise than as farmland, woodland or open space, often give rise to needs for the provision of environmental measures. Accordingly, the general policies of the Local Plan and Local Development Framework will be applied in the consideration of such proposals to ensure that any environmental measures required in relation to the development are provided.
- 7.5 The Council commonly requires that environmental measures provided in relation to new development are managed and maintained indefinitely. Therefore, the Council will normally be prepared to adopt and maintain areas comprising such environmental measures subject to the payment by the developer of a commuted sum in respect of the costs of maintenance. Where developers would prefer to make alternative arrangements for the future management and maintenance of environmental measures, the Council will need to be satisfied that their proposals are satisfactory in all respects.
- 7.6 With regard to biodiversity,' PPS9, together with the relevant Development Plan policies and the Council's SPG, provide direction as to the Council's broad priorities for nature conservation. These priorities may also be supported by the implementation of Biodiversity Action Programmes, Habitat Action Plans and Species Action Plans and other specific programmes.



## 8.0 LOCAL COMMUNITY INFRASTRUCTURE CONTRIBUTION

- 8.1 The development of sustainable communities requires the provision of a wide range of local facilities and services. Many of these are specifically identified in this SPD. However, there are other important local services and facilities which are not listed but which are still needed by the community. To identify all of these and to require developers to address them individually would be impractical.
- 8.2 The revised Circular on Planning Obligations published in July 2005 (Circular 05/2005) promotes the pooling of contributions where the combined impact of a number of developments creates the need for infrastructure. This approach allows infrastructure to be secured in a fair and equitable way (paragraphs B21-B24).
- 8.3 The District Council therefore proposes, through this SPD, to introduce a Local Community Infrastructure Contribution. The services and facilities which will be supported by this contribution are listed in Annex 1 to this section. They are in addition to the other services listed in this SPD. They have been identified in consultation with local councils and other bodies.

### Contribution

- 8.4 The contribution will be applied to new residential development and will be £250 per person, calculated as follows:

Unit size	Occupancy	Market Housing	Affordable housing
1 bed	1.5 persons	£375	£251
2 bed	2.2 persons	£550	£369
3 bed	2.5 persons	£625	£419
4 bed or larger	3 persons	£750	£503

Where the mix of housing is not known, the contribution will be calculated on the basis of an average occupancy of 2.5 persons.

## **ANNEX 1**

### **EXAMPLES OF FACILITIES AND SERVICES WHICH WILL BE SUPPORTED BY THE LOCAL COMMUNITY INFRASTRUCTURE CONTRIBUTION**

- Local CCTV schemes
- Allotments
- Burial grounds
- Public conveniences
- Enhancement of the public realm
- Car parks
- Litter and dog bins
- Footway lighting
- Local signage
- Cycle tracks
- Traffic calming
- Public seating
- Museums

# COUNTY COUNCIL SERVICES

## 9.0 A GENERAL GUIDE TO THE REQUIREMENTS

9.1 The following information, including the land area requirements and costs of construction, is intended to be used as a broad guide to the types of infrastructure and the standards of provision which will be required by the County Council to deliver its statutory services.

9.2 Landowners, developers and other interested parties are asked to note that this information is subject to the following general limitations:

- the numerical standards quoted relate to situations where there is either no existing provision or where the existing provision is fully committed (actual requirements will take into account any existing spare capacity and, where appropriate, provision will be reduced accordingly).
- the site areas quoted assume adequate off-site links to the transport networks, regular boundaries, no substantial parts which are unsuitable or otherwise impractical for the use intended due to excessive noise, steeply sloping ground etc.
- the building costs quoted relate to “greenfield sites” with no significant abnormal costs of development. Adjustments will be necessary where provision of the required infrastructure is subject to extra costs relating to difficulties such as adverse sub-soil conditions, access, services and so on.
- occasionally, it may be possible to reduce land consumption by providing more than one County Council infrastructure requirement on a single site (eg a first school and a middle school). Similarly, a number of service providers may agree that their requirements will be best satisfied by means of a combined facility operated under the terms of a legal agreement (eg a building designed and built for use both as a County Council school sports hall and as part of a District Council leisure facility).
- Building costs will be reviewed on a regular basis.

9.3 Financial contributions towards the capital costs of County Council infrastructure requirements will not usually extend to include the costs of subsequent maintenance, recurrent expenditure or other running costs. There are some to this rule, including:

- maintenance payments for additional highway works which are an essential prerequisite to the granting of planning permission and an agreement is entered into under section 278 of the Highways Act 1980 (which specifically provides for maintenance payments), and
- funding for necessary public transport, possibly including short term revenue support (subject to an upper limit), particularly where this would help to achieve sustainable development.

9.4 Sometimes infrastructure proposals referred to in the spending programmes published by the County Council are necessary to meet current needs together with those arising from a new development. In those circumstances, a financial contribution may be required in respect of the costs of advancing (bringing forward in time) the capital expenditure in addition to the costs relating directly to the new development itself.





## 10.0 CHILDREN AND YOUNG PEOPLE'S SERVICES

- 10.1 It is important for landowners and developers to consider carefully the effects of their residential developments on the County Council's schools and other educational facilities for which the Children and Young People's Services Authority or relevant Diocesan bodies are responsible. Accordingly, landowners and developers should estimate the demands for services which are likely to result from their proposals for development of new housing. A broad guide to the consequential infrastructure requirements and costs is set out below.
- 10.2 Clearly, some small developments will have no measurable effect on the demands for educational services and others will have no effect at all (e.g. sheltered housing for elderly people). In addition, the County Council will always take into account the extent to which existing permanent facilities serving the area (excluding temporary accommodation) are able to meet the educational needs predicted to arise in consequence of committed (with planning permission) new housing and of further housing beyond this commitment (allocations in local plans). Where the relevant schools are unable to accommodate children likely to arise from a proposed housing development, landowners and developers will be required to contribute towards the costs of providing the necessary capital infrastructure.
- 10.3 Landowners and developers should always bear in mind the County Council's policies for admission of pupils to schools (published annually under the titles "Education in West Sussex – Admissions to Primary School and Admissions to Secondary School"). These aim to ensure that parents can normally expect places for their children at the schools serving the area in which they live. However, it should be noted that individual governing bodies of Church Aided and Foundation schools are responsible for their own admissions policies which are described in each school's prospectus.
- 10.4 The County Council, as the Children and Young People's Services Authority, has the statutory responsibility to provide education for all children of school age, normally 4 to 16 years of age. It also has powers to provide education for children over school age who have not attained the age of 19 years, to provide nursery education for pre-school aged children and to provide a youth service. In West Sussex, primary education generally includes children from 4 to 11 years of age and secondary education is provided for children from 11 to 16 or 18 years of age (NB this pattern varies in some areas). Special schooling is provided for children, from 4 to 18 years of age, in mainstream schools, in special schools or in a variety of special units.
- 10.5 The County Council's "child product" standards for new residential developments assume an average resident household structure in terms of numbers and age profiles. In practice, however, adjustments will be necessary where the proposed development deviates from the overall pattern for West Sussex. Each development will be examined to assess the density and size of the proposed housing and any factor which is likely to influence the age characteristics of the occupants. Relevant factors would include the extent to which housing proposed for occupation by the elderly is contained in the development. The housing and population characteristics of the wider area will provide a guide in the assessment of the likely age profiles. The average standards are set out below:
- i. Primary Schools  
For children from 4 to 11 years of age (ie, 7 full year groups): the child product is 25 pupils per 100 dwellings.
  - ii. Secondary Schools  
For children from 11 to 16 years of age (ie, 5 full years groups): the child product is 18 pupils per 100 dwellings.

For children from 16 to 18 years of age (ie, 2 full year groups): the child product is 7 pupils per 100 dwellings.

These standards derive from the following population model:

- a) Average households = 2.5 persons
- b) Therefore, 400 dwellings x 2.5 = 1,000 population
- c) Expected child product from 1,000 population = 14 per single year of age from 5 to 18 years of age.

- 10.6 In relation to proposals for large scale housing developments, it may be necessary for landowners and developers to provide a combination of land and funds for new primary schools as well as appropriate contributions towards the costs of facilities for secondary education. New secondary school sites will only be necessary in relation to the largest of new developments, such as possibly in a new settlement. For smaller scale proposals, it is more likely that contributions will be required towards the costs of enlarging primary and secondary schools to provide the extra pupil places needed. Where the sites of existing schools are too small to accommodate enlargements which are necessary in relation to particular development proposals, and provided it is practical to extend the sites concerned, the contributions required from the landowners and developers towards school enlargement costs will include land acquisition, land development and building costs.
- 10.7 As a guide to the costs of building schools, the County Council has adopted the cost multipliers which are updated annually with regional adjustment factors, by the Department for Education and Skills (DfES). The DfES cost multipliers are building costs per pupil place derived from data collected by the DfES on the actual costs of building new schools. The cost multipliers include fixed equipment costs and fees but exclude the costs of providing loose equipment.
- 10.8 Table 1 (below) is intended to provide a guide to the school building costs which would arise in relation to an average development of 100 dwellings, assuming no capacity is available in existing schools.

**Table 1 : School building costs related to 100 dwellings**

School	Number of pupil places required per 100 dwellings <sup>1</sup>	2006-07 DfEE school building costs per pupil place (SE Region)	Total costs per 100 dwellings
Primary School (age 4 to 11)	25	£11,513	£287,825
Secondary School (age 11-16)	18	£17,591	£316,638
Secondary School (age 16-18)	4 <sup>2</sup>	£18,884	£75,536

- Notes:
- 1** see population model above.
  - 2** in West Sussex Secondary Schools, the average rate for pupils progressing from Year 11 to Year 12 and 13 is 54%. This in effect means a reduction from 7 pupils jointly for the two groups to 4 pupils.
  - 3** colleges of further education and sixth form colleges are funded by central government. Therefore, the County Council will not seek contributions in relation to additional needs which they would serve.

10.9 The County Council's guideline land requirements for new primary school sites are as set out in Table 2 (below), but it must be recognised that each site will be considered individually to take account of such characteristics as shape, contours, access arrangements and facilities for the setting down and picking up of pupils.

**Table 2 : Land requirements for new primary schools**

	Number of Pupil Places	Area of Site Required (Ha)
Primary School (4 to 11 years of age)	210	1.2 to 1.6
	420	2.0 to 2.4

10.10 The County Council recognises the importance of early years education to the development of young children. In conjunction with the West Sussex Early Years Development and Childcare Partnership, the County Council has produced a detailed plan (the 'Early Years Development and Childcare Plan 1999/2000'), based on the Government's National Childcare Strategy relating to the development of integrated early years and childcare services across the County. Eligible four year olds whose parents wish them to receive a free early education place have access to a range of provision including LEA-maintained nursery or primary schools and voluntary and private providers linked to the Partnership. Plans will be drawn up to extend early education opportunities to three year olds on the basis of the additional Government funding promised for 2000/2001 and beyond. Therefore, any development giving rise to needs for additional early education infrastructure may be required to contribute towards the financing of buildings and/or the land which is necessary to enable its provision.

## **OTHER CHILDREN AND YOUNG PEOPLE'S SERVICES**

- 10.11 The demand for other children's services such as youth services and extended schools may also arise in relation to proposals for large new housing developments. Therefore, according to the location and scale of new housing proposals, landowners and developers may be required to contribute towards the costs of providing necessary facilities (land and/or building costs) for services for children.
- 10.12 Where appropriate, the County Council will seek the allocation of sites for development of new schools, special schools and youth services facilities as Local Development Framework proposals.

## **AFFORDABLE HOUSING**

- 10.13 Contributions in respect of affordable housing units provided by an RSL will be reduced by 33%

## **11.0 LIBRARY SERVICES**

- 11.1 As recommended by the International Federation of Library Associations, the County Council has adopted standards which relate service provision to population numbers.
- 11.2 For communities/catchment populations up to 4,000, service provision will be by means of mobile libraries. For communities/catchment populations of over 4,000 population, the service will be delivered through built libraries as follows:
- neighbourhood libraries - serving catchment populations from 4,001 to 10,000;
  - community libraries - serving small towns, suburban areas or large rural communities with populations between 10,001 and 30,000;
  - major libraries - serving towns which are shopping centres with populations in excess of 30,000;
  - principal libraries – serving Crawley and Worthing where the populations exceed 100,000. The principal libraries also meet the strategic needs for delivery of the wider range of library services to their extended hinterland populations and of providing suitable accommodation for special collections.
- 11.3 Where the best means for the delivery of library services to a new development is a mobile library, the landowner/developer will be required to provide a suitable parking area (with good links to the local transportation network and access to a power supply) and/or a proportionate financial contribution towards the costs of providing and stocking an extra vehicle.
- 11.4 Where the appropriate means for the delivery of library services to a new development is a built library, the landowner/developer will be required to make fair and proportionate contributions towards the costs of providing and stocking a new or improved permanent building, including any necessary land acquisition.

## **CONTRIBUTIONS**

- 11.5 The additional floorspace requirement for library provision is 30 sq m per 1000 persons. The cost of providing new library space is £2400 per sq m. Assuming an average occupancy for new development of 2.5, the library contribution per dwelling is therefore £180 (£121 per affordable unit).
- 11.6 The County Council recognises that the needs of the library service relating to new development proposals will have to be assessed individually and in context. Occasionally, more than one feasible way of meeting those needs within the County Council standards will be identified. For example, improvement of the mobile library service in combination with an enhancement of facilities at the major library in the nearest town could be an acceptable alternative to development of a neighbourhood library, on site or nearby, for about the same overall cost. Therefore, where the library needs of a particular development proposal may be satisfied equally well by one or more alternatives, the developer will be required to contribute towards the solution preferred by the County Council.



## **12.0 HOUSEHOLD WASTE RECYCLING (FORMERLY CIVIC AMENITY SERVICES)**

- 12.1 Improvements and additions to existing waste management facilities, including replacement of some of the mobile service locations with static sites, extensions to existing static sites, additional sites and other buildings works, may be necessary in order to accommodate additional waste from new housing development. New residential development proposals will therefore be considered individually to measure the extent to which the waste management infrastructure serving the area is able to accommodate waste which would be generated, taking into account other development which is already permitted.
- 12.2 Where the relevant waste management facilities are unable to accommodate the extra waste expected to arise from proposed housing development, landowners and developers will be required to contribute to the costs of providing the necessary additional capital infrastructure. If new or extended sites are required, they will ideally be identified in advance in local plans but this may not always prove to be possible.
- 12.3 Contributions sought by the County Council will be reasonably and proportionally related to the scale of the proposed development, the extent to which waste facilities will be provided within the development itself, and the capital cost of necessary improvements to the County waste disposal service infrastructure, including the costs of acquiring land. Only in relation to largest scale new developments, such as possibly a new settlement, will contributions be required to cover the full cost of providing an entirely new waste management site which is not replacing an existing mobile service.

### **CONTRIBUTIONS**

- 12.4 The contribution per dwelling will be £90 (£60 per affordable unit), based on the County Council's estimated cost per household of providing waste management infrastructure to the required standard, as at 2004-05.
- 12.5 Through the District Council, the County Council encourages prospective developers to ensure that the occupants of new dwellings are able to minimise the amount of waste they produce. A storage space should always be provided for recoverable materials and, wherever practicable, facilities should be provided for home composting. Where appropriate, medium-sized housing developments should include local recycling collection points and the inclusion of a neighbourhood recycling centre may be justified in larger developments (ie more than 200 units), see Recycling Section of this SPD.





## **13.0 FIRE AND RESCUE**

- 13.1 Adequate access for fire fighting vehicles and equipment from the public highway must be available and may require additional works on or off site, particularly in very large developments.
- 13.2 Works may be needed to fulfil the Fire Authority's duty to ensure the provision of an adequate supply of water for fire fighting. Requirements for the provision of fire hydrants affixed to water mains and to carry out other works necessary to ensure adequate supplies of water, in terms of both volume and pressure, may be sought either as planning conditions or possibly through a legal agreement.
- 13.3 The following guidelines are intended to assist landowners and developers.
- the costs of providing a fire hydrant, as at 2006, ranges from £500 to £600 (excluding VAT).
  - hydrants are to be fitted to water mains at least 100mm in diameter in residential areas and 150mm diameter in commercial/industrial areas. Where water undertakers are not proposing to lay mains of those sizes, the cost of a supply from the nearest main of adequate size would be in the range £550-£700 (excluding VAT) per linear metre.
  - in residential areas fire hydrants should be positioned approximately 350 metres apart, and in industrial areas approximately 180 metres apart. Fire hydrants covering large public buildings and areas such as hospitals, hotels, schools and town centre developments should be spaced at 180 metre intervals unless relevant codes of practice state otherwise. In planning the provision of fire hydrants in rural areas, particular attention should be paid to specific risks and therefore no definitive distances can be provided.
  - where development is considered to be a 'major risk', it will be considered individually to ensure that the overall provision for fire fighting comprising, as appropriate, internal water based protection systems, private fire hydrants, statutory fire hydrants and other 'open water' supplies, is adequate.
  - fire hydrants should be sited in positions to be agreed by the Fire Authority and, where possible, such locations will be at main roads, feeder roads or road junctions where they are readily visible.
- 13.4 In addition, contributions may be sought towards the provision of a new fire station or the extension of an existing station so as to enable the fire authority to meet the nationally prescribed standards of fire cover for the area.
- 13.5 Full details of the Fire Brigade standards for access roads (including weight requirements) and for water supplies are available on request.



## 14.0 HIGHWAYS AND TRANSPORT

- 14.1 This section of the Supplementary Planning Document deals with contributions relating to highways and transport improvement, including financial contributions towards mitigating the impact of development on the transport network, known as Total Access Demand and, where necessary, contributions towards strategic transport improvements. Annex 4 of this section sets out the current parking standards. Annex 3 sets out the consultations procedures that took place relating to the parking standards and the Total Access Demand Methodology.
- 14.2 Within new developments, the landowners and developers will be required to provide all the infrastructure needed to facilitate the movement of people and goods in ways which are safe, sustainable and otherwise satisfactory.
- 14.3 For non-residential and mixed developments, the on-site infrastructure needs will be assessed individually based on the functional requirements of the proposed development, the relevant standards adopted by the County Council and with due regard to any other material considerations. For residential developments and for purely residential parts of mixed developments, the design of internal infrastructure will be assessed against the national guidance provided in PPG3, PPG13, DB32 (and companion guide), local guidance provided in development plans and other appropriate guidance.
- 14.4 The County Council will always consider the extent to which the existing off-site infrastructure is able to accommodate the extra movements likely to arise in consequence of new developments. Where the capacity of the existing network is inadequate, or the increased use arising from the development will give rise to safety concerns, the landowners and developers will have to provide or fund the necessary new or improved off-site infrastructures. When considering the question of capacity and safety, the effects of other development which is already committed will be taken into account. This will include, for example, unimplemented planning permissions and proposed land allocations.
- 14.5 The highways infrastructure required to be built or improved for most new developments include:
- on site roads and footways with connections to existing highways;
  - footpaths and, where appropriate, cycleways and/or bridleways with connections to the existing networks;
  - parking facilities for cars, motorcycles and bicycles;
  - surface water drainage systems, and
  - street lighting.
- 14.6 In addition, bus stops, shelters and lay bys will also be necessary in relation to many new developments.
- 14.7 The following sample of typical items of new highway infrastructure and their estimated costs of construction is intended to assist landowners and developers.

Roundabout	£175,000 to £500,000 (for inscribed circle diameters from 28 metres to 60 metres)
Traffic Signals Scheme	£45,000 to £200,000 (dependent on the complexity of the junction and traffic demands)
Carriageway Widening to form Right Turn Lane	£75,000 to £125,000 (dependent upon the scale of widening and design)
Footway/Footpath/Cycleway	£40 per linear metre

Pelican Crossing	£25,000 to £35,000 dependent on traffic flow, speed and location
Toucan Crossing	£60,000 to £70,000 dependent on traffic flow, speed and location

- 14.8 The above construction costs are broad estimates only, based on 2004 rates for straightforward works assuming normal ground conditions. Other costs relating to survey, land acquisition, design, utilities, supervision and administration are all excluded.
- 14.9 Commuted maintenance payments may be required where it is reasonable to do so, equivalent to the capitalised costs of future maintenance. Typical items would include landscaping, special lighting and other street furniture, and drainage soakaways. Commuted payments will not generally be required for carriageway and footway maintenance.
- 14.10 Some maintenance cost components are more predictable and the commuted payment calculation has been standardised.
- 14.11 These rates are subject to regular review. Where infrastructure such as bridges, underpasses, retaining walls and surface water retention systems is required, future maintenance costs can only be assessed case by case.
- 14.12 Improvements to public highway infrastructure will require a separate agreement to regulate construction, and the County Council's administrative and legal costs combined are likely to amount to approximately 9% of the estimated total cost of the works, plus any fees for specialist advice, subject to a minimum of £1000.
- 14.13 Landowners, developers and any other interested parties may contact the Development Control Group, Highways and Transport at West Sussex County Council for further information or assistance with regard to the following County Council highway and transport concerns relating to new development:

access & parking for residential development  
 accessible transport  
 Area Transport Plans  
 bus contracts, timetables and stops  
 community transport  
 cycling studies and cycleways  
 highway improvement lines  
 plans and studies for car parking (in association with the District/Borough Councils)  
 public transport  
 road safety  
 road signs  
 standards of parking and servicing for non-residential development  
 street lighting  
 traffic calming  
 traffic schemes  
 tourism signs

### **Contributions towards Strategic Transport Improvements**

- 14.14 Where the Structure Plan and/or Local Development Framework proposes transport improvements which are strategic in their nature and which are required in order that development may take place, the Council will require developers to contribute to these improvements.

- 14.15 In East Grinstead, development opportunities are heavily constrained by inadequate transport infrastructure . The Structure Plan 2001-2016 identifies East Grinstead as a location for strategic development, subject to the delivery of a sustainable package of transport improvements including a relief road. The District Council is preparing an East Grinstead Strategic Development Area Action Plan which will form part of the Council's Local Development Framework and will specify the nature of these improvements and, in particular, the route of the proposed relief road. Although the developers of the strategic location will be primarily responsible for funding the transport package, developers of others sites within the town will be required to make contributions at an appropriate level.
- 14.16 It would not be reasonable for the Council to seek contributions towards Strategic Transport Improvements in East Grinstead until such time as it has set out its strategy for these improvements, including the alignment of the relief road, in its Submission Draft East Grinstead Strategic Development Area Action Plan. The cost of improvements will then be estimated and appropriate levels of contribution will be set and incorporated in this SPD.

### **SUSTAINABLE TRANSPORT – MITIGATING THE IMPACT OF DEVELOPMENT**

- 14.17 Policy T4 of the Mid Sussex Local Plan sets out the Council's policy towards the location of new development in relation to sustainable means of transport. The policy states that financial contributions may be sought towards measures to improve accessibility and sustainability of development sites. This approach is in accordance with the guidance in PPG13: Transport (paragraphs 83-85).
- 14.18 The County and District Councils will require developers to adopt a sustainable approach to transport. An important aspect of this will be the promotion of modes of travel other than the car and developers will need to cater for pedestrians and cyclists as well as ensuring good accessibility to public transport.
- 14.19 In addition to highway and transport works required to meet safety and capacity requirements resulting from development, developers will be required to contribute towards mitigating the impact of development and improving accessibility by all modes, in particular public transport, walking and cycling.
- 14.20 A methodology has been developed, by County and District Officers, which relates contributions to 'Total Access Demand' (TAD). This approach conforms with the objectives of national and local policy and guidance and has received support from the Government Office for the South East.
- 14.21 The methodology will be applied to B1 office, B2 industrial, B8 warehousing and residential development. The methodology will provide a firm basis for negotiation. All developers will have the opportunity to provide a Transport Assessment as an alternative approach to identifying the impact and necessary mitigation measures associated with their development.
- 14.22 Contributions secured through the contributions methodology will be allocated to schemes identified in the document titled 'Highways and Transport Proposed Schemes to be Progressed if Developer funding is Secured'. This document is developed through consultation and approved by the County Council and is reviewed annually. The list of schemes for Mid Sussex 2004/2005 is contained in Annex 2. Contributions may also be allocated to any other scheme which will improve access between the development and local amenities (to include housing, jobs, shops, schools, leisure and other services).

### **THE TOTAL ACCESS DEMAND METHODOLOGY**

14.23 The contribution is made up of two elements, a Sustainable Access contribution (£325) in respect of each occupant or employee without a parking space and an Infrastructure Contribution (£650) per occupant or employee with a parking space. The total contribution is, therefore, the sustainable access contribution plus the infrastructure contribution. The payment will be made as a single contribution. The payment per occupant or employee is greater for the Infrastructure Contribution than for the Sustainable Access Contribution. Therefore, the higher the percentage of parking spaces in relation to occupants or employee numbers, the greater the contribution to public transport/sustainable transport initiatives.

*The Total Access Demand Methodology - Commercial Development*

14.24 The examples set out below show how the method is applied to specific proposals:

Use Class	Floorspace (sqm) (A)	Sqm per employee (gross) (B)	Total Access (Total employees) (C = A/B)	Parking Provision (D)	Sustainable Access Contribution (C-D) x £325	Infrastructure Contribution (D x £650)	Total Contribution
B1 Office	1,000	21	48	33	£4,875	£21,450	£26,325
B2 Industrial	1,000	37	27	25	£650	£16,250	£16,900
B8 Warehousing	1,000	47	21	10	£3,575	£6,500	£10,075

***Employee per floor space***

14.25 These figures have been obtained from 'The Use of Business Space – Employment Densities and Working Practices in South East England' SERPLAN, 1997. Assuming that gross floor area is 17.5% greater than net floor area (established in the SERPLAN report) the following employment densities are derived from the SERPLAN report:

Use Class	Sqm per worker (Gross)
B1 Offices	21.0
B2 Industrial	37.0
B8 Warehousing	47.0

14.26 This methodology ensures that development that will generate a lower level of traffic and hence have a lower level of impact will be required to make a lower level of contribution. If, due to the accessible nature of a site, parking provision below the maximum can be permitted, the sustainable access contribution would increase, and the infrastructure contribution would reduce. Overall a lower level of contribution would be required.

**Commercial Thresholds**

14.27 For commercial development there will be no minimum threshold. However, there may be circumstances in which it is considered appropriate to reduce or waive contributions. Such circumstances include small businesses (under 500m<sup>2</sup>), particularly those operating in rural areas where public transport is poor,

*The Total Access Demand Methodology - Residential Development*

14.28 The amount payable is based on average occupancy per dwelling. It is necessary to base calculations on occupancy rather than just drivers/car owners as

children/non drivers will make an impact on the transport network in some way. County Council records show that the average occupancies for residential development are as follows:

1 bed	1.5 occupancy
2 bed	2.2 occupancy
3 bed	2.5 occupancy
4 bed	3 occupancy

14.29 The sustainable access contribution is sought for those who have not got a parking space and that the infrastructure contribution is sought for those with access to a parking space. The following table demonstrates how this could be applied to various sizes of development.

Units (A)	Occupancy per unit (B)	Total Occupancy (C)	Parking Provision (D)	Sustainable Access Contribution (E) C-D x £325	Infrastructure Contribution (F) D x £650	Total Contribution E+F
5 x 1 bed units	1.5	7.5	5	£812	£3,250	£4,062 (£812 per unit)
5 x 2 bed units	2.2	11	10	£325	£6,500	£6,825 (£1365 per unit)
5 x 3 bed units	2.5	12.5	10	£812	£6,500	£7,312 (£1462 per unit)
5 x 4 bed units	3	15	15	-	£9,750	£9,750 (1950 per unit)

14.30 The development of smaller units with fewer parking spaces will generate less demand for movement and will hence be required to make a lower level of contribution – contributions from 1 bed units with one car parking space per unit will average £812 per unit whilst contributions related to four bed development with three car parking spaces per units will average £1,950 per unit.

#### Residential Thresholds

14.31 Mid Sussex District Council will only seek contributions for sites with a capacity of 6 units or more. For larger developments (more than 100 dwellings) the methodology may provide a guide but improvements to mitigate the impact of development should form part of a full Transport Assessment. It would not be anticipated that contributions secured from larger developments would be any less than the level of contribution calculated using the contribution methodology.

#### Affordable Housing

14.32 TAD payments in respect of affordable housing units provided by RSLs will be reduced by 33%

### Outline Applications

- 14.33 In situations where details of dwelling numbers and parking space are unknown, as in the case of outline planning applications, the section 106 agreement accompanying the outline permission will set out the formula for working out the TAD contribution. The detail figures of the contribution can then be calculated at a later date.

### The need for adequate parking

- 14.34 It needs to be emphasised that the provision of adequate parking to ensure highway safety and to avoid undesirable impacts on residential street is paramount. The contributions calculation is therefore only applied once the appropriate level of on site provision has been assessed. There will be instances where the maximum parking standard will need to be applied. The adopted parking standards for Mid Sussex are set out in Annex 4. PPG 13 recommends that reduced parking standards may be appropriate in locations which are highly accessible by public transport. Further work may be undertaken to identify 'Accessibility Zones' in East Grinstead, Haywards Heath and Burgess Hill where it may be appropriate to consider reduced parking standards. Guidelines for defining accessibility zones have been produced by the County Council (as set out in Annex 1). These criteria will be used to assess accessibility of a particular area and will be applied on a case by case basis to determine whether it is appropriate to seek parking levels below the maximum.

### **OFF-SET OF SPECIFIC SUSTAINABLE TRANSPORT MEASURES AGAINST TAD CONTRIBUTIONS.**

- 14.35 If a developer includes as an integral part of an application specific proposals for improving the accessibility of the site by sustainable transport means, the cost of these proposals may be off-set against the TAD contribution.



### **Additional notes on the application of TAD**

1. The sustainable access contribution and infrastructure contribution will be required in addition to contributions or improvements required to ensure that the development provides sustainable and safe access within the capacity of the transport network provide.
2. With respect to commercial development the sustainable access contribution and infrastructure contribution will be required in addition to measures incorporated within a travel plan.
3. With respect to commercial development TAD will be based on gross floor area.
4. The methodology relates to the impact of new development – allowances will be made for movement generated by existing uses on a development site or existing parking provision provided on a site. Hence for the purposes of the contributions methodology development includes all proposals likely to result in a net increase in movement.
5. The TAD methodology provides a guide to aid transparency, consistency and equity when considering developer contributions. Exceptional circumstances will be considered on their merits. All developers have the option of providing a Transport Assessment as an alternative approach to assessing the impact of development and hence appropriate mitigation measures.
6. An assessment of wider planning objectives could result in the level of contribution being reviewed in exceptional circumstances.
7. The methodology should be considered in relation to the approved list of schemes to be funded if developer contributions become available.
8. Contributions could secure improvements to facilities for the disabled, pedestrians, cyclists, public transport services or facilities, traffic management or safety enhancements.
9. Contributions will only be secured towards proposals which will influence travel patterns to / from development either on their own or as part of a package. Contributions will not be sought from development if no improvement can be identified that relates directly to movement generated by the development.
10. Contributions will be secured via a S106 agreement and will be paid to the District Council, normally on commencement of development.
11. An annual report summarising the total of financial contributions received and where they have been spent will be produced and made publicly available.
12. TAD relates directly to occupancy levels. Where local information suggests that alternative occupancy levels are more appropriate these will be considered.
13. Separate provisions apply in relation to development impacting on the trunk road network. These provisions are set out in DTLR Circular 04/2001 (Control of Development Affecting Trunk Roads and Agreements under Section 278 of the Highways Act 1980).
14. The approach will not be applied retrospectively to sites with unimplemented planning permissions.
15. The level of contributions will be reviewed annually.
16. The County and/or District will agree to spend financial contributions within a reasonable period of time up to 10 years after the completion of the development. (Refer to paragraph 3.5 of this SPG – Return of Unspent Contributions)
17. TAD relates directly to occupancy levels. Where local information suggests that alternative occupancy levels are more appropriate, these will be considered.
18. Separate provisions apply in relation to development impacting on the trunk road network. These provisions are set out in DTLR Circular 04/2001 (Control of Development Affecting Trunk Roads and Agreements under Section 278 of the Highways Act 1980).
19. The approach will not be applied retrospectively

**Accessibility Criteria adopted by West Sussex County Council in June 2003**

Location	Criteria
Zone 1 – for example Town Centres	Attractive, safe and convenient accessibility by various modes from a variety of directions; local shortfalls in the quality of alternatives and limited access to the wider catchment area; opportunities for improvements available in the foreseeable future.
Zone 2 – for example edge of town	Attractive, safe and convenient accessibility by various modes but limited variety of direction; local shortfalls in the quality of alternatives and limited access to the wider catchment area; opportunities for improvements in the foreseeable future.
Zone 3 – for example other built up areas	Attractive, safe and convenient accessibility by limited modes and limited variety of direction; local shortfalls in the quality of alternatives and limited access to the wider catchment area; opportunities for improvements in the foreseeable future.
Zone 4 – for example rural areas with limited or poor accessibility	Limited or poor accessibility by non car modes for which the maximum parking standard will be required. The level of accessibility will be a key consideration for the Highway Authority when making a recommendation to the Local Planning Authority.

When defining zones the facilities available and the catchment population who may benefit from those facilities will be considered – for example pedestrian routes within a mile of a commercial site will be considered alongside the population within a mile of the site. Pedestrian routes within a mile of a residential site will be considered alongside the number of employment opportunities and location of schools, shops and other essential facilities.

## LIST OF SCHEMES TO BE PROGRESSED IF DEVELOPER FUNDING IS SECURED

### Background

In line with latest national guidance (see below), County and District Councils have developed a structured approach to the identification of transport needs related to development proposals. This aims, in particular, to improve the link between meeting the needs of development and the aims of the Local Transport Plan.

The County Council's Works Programme and Forward Programme are produced annually to list the highways and transport schemes to be progressed with the funds available. This year, for the first time, the Forward Programme has been extended to include schemes that have been identified, in liaison with the Local Planning Authorities, as meeting LTP objectives but that cannot be progressed within available funding. Developer contributions will be sought towards these schemes, where they are seen to meet the needs of development proposals.

This extended Forward Programme has been subject to consultation and will be supported by District Councils and used to assist the development control process. The programme will be updated each year and it is intended to engage wider community interests in developing and updating the programme in future years.

### Planning Context

Planning Policy Guidance Note 13 : Transport requires authorities to demonstrate a linkage between land use planning and transport policies and objectives. PPG13 recognises that:

- Local Transport Plans have a central role in co-ordinating and improving local transport provision and should relate to measures which form part of the local approach to the integration of planning and transport.
- Development Plan allocations and local transport priorities and investment should be closely linked.
- Local Authorities should ensure that their strategies on parking, traffic and demand management are consistent with their overall strategy on planning and transport.
- Local Authorities should take into account the potential for changing overall travel patterns, for instance by improving the sustainability of existing developments through a fully co-ordinated approach of development plan allocations and transport improvements.
- In determining Planning Applications, local authorities, in conjunction with work on the local transport plan:
  - should negotiate improvements to public transport as part of development proposals;
  - create more direct, safe and secure walking routes;
  - assist in the completion of the national cycle network, and additional key links to and from the network, as well as promoting local networks.
- Local planning authorities should take a more pro-active approach towards the implementation of planning policies on transport, and should set out sufficient detail in their development plans to provide a transparent basis for negotiation with developers on the use of planning obligations as appropriate, to deliver more sustainable transport solutions.
- Planning obligations may be used to achieve improvements to public transport, walking, and cycling, where such measures would be likely to influence travel patterns to the site involved, either on their own or as part of a package of measures.
- Planning obligations should be based around securing improved accessibility to sites by all modes, with the emphasis on achieving the greatest degree of access by public transport, walking and cycling.

The approach being adopted in West Sussex is consistent with this guidance.

When considering the impacts of development (including the cumulative impact of smaller development sites) and the means of mitigating these impacts, schemes within the extended Works Programme will be given priority. This has the advantage of ensuring that contributions are sought towards transport improvements that are clearly identified, are supported locally and will support LTP objectives, hence addressing the issue of the integration of transport and planning that is at the core of PPG13. It may be necessary for development to contribute towards measures not included in the Forward Programme or this list, which should not be taken as a complete record of needs. For major development a transport assessment will still be necessary and measures to mitigate the impacts of the development, beyond the measures identified in this programme, may still be required. The allocation of contributions to schemes identified in the Forward Programme must be clearly justified and in accordance with the usual statutory policy tests. Within the existing policy framework it is expected that contributions may be required to improve access to a site or to mitigate the impact of traffic generated by the development on the safety and convenience of existing road users, in particular vulnerable road users. Improvements secured must be related to the development.

**It must be recognised that although all proposals highlighted in the extended Works Programme are considered to be beneficial and will assist the achievement of LTP objectives, current funding will not support the early implementation of the majority of the schemes highlighted. Where this is the case, proposals may only be progressed if funds, primarily through developer contributions, become available.**

This document will be updated annually.

### **Schemes for MID SUSSEX**

#### **General**

Publication of information promoting use of pedestrian and cycle facilities in Mid Sussex  
Improvements to lighting of pedestrian and cycle routes in urban areas  
Improved pedestrian signing in town centres  
Improved cycle parking in town centres, at railway stations and leisure centres  
Improved bus stops and shelters in towns and villages  
Schemes for promotion of bus services  
Real time information at bus stops  
Improved bus information – personal timetables / info boards  
Financial support for local bus services, especially in rural areas  
Support for innovative and community-based transport services  
Walking strategy – schemes to be identified from walking audit

#### **Route Strategy Improvements – Safety / Speed Management**

A22 Surrey Border to East Grinstead  
A272 Haywards Heath Town Centre  
A264 – M23 to Surrey Border  
B2028 – Crawley Down to Turners Hill  
B2110 – Turners Hill to Imberhorne Lane  
A273 – Burgess Hill to Haywards Heath  
B2112 – Haywards Heath Town  
A273 – Pyecombe to Hassocks  
A22 – East Grinstead to East Sussex Border  
A273 – Hassocks to Burgess Hill  
A22 – East Grinstead  
B2036 – Worth Lodge Forest to Balcombe  
B2116 – Hurstpierpoint to Keymer  
B2110 – West of East Grinstead  
C310 – Ardingly to Haywards Heath  
B2028 – Ardingly to Turners Hill  
A264 – East Grinstead to Border  
A272 – Haywards Heath to East Sussex Border  
A272 – Bolney to Haywards Heath  
B2110 – Whitley Hill to Turners Hill  
C317 – Sharpthorne to Duckyls  
B2118 – Albourne and Sayers Common  
B2036 – Cuckfield to Balcombe  
B2110 – Handcross to B2036  
B2114 – Whitemans Cross to Handcross  
C319 – Crabbet Park to Turners Hill

C306 – Keymer to Burgess Hill  
B2028 – Ardingly to Lindfield  
A273 – Burgess Hill Ring Road  
A2300 – A23 to Burgess Hill  
A272 – Cowfold to Bolney  
A281 – Woodmancote to A23  
B2110 – Lower Beeding to Handcross

### **Albourne**

Improve frequency on bus service 273  
Support for bus Route 39A-C after Rural Bus Grant (RBG) ceases

### **Ansty**

Demand Responsive Transport  
Evening, Sunday and Commuter service required.  
Bolney Road – speed reduction measures / junction improvements

### **Ardingly**

Improved pedestrian facilities, Ardingly High Street  
Evening, Sunday and commuter bus services required.  
Support for bus Route 82/87 after RBG ceases

### **Ashurst Wood**

Improve evening bus service  
Improved parking facilities in Hammerwood Road

### **Balcombe**

Station Access Improvements  
Passenger Information terminals  
Improve bus service to Crawley and Haywards Heath  
Demand Responsive Transport.  
Support for bus Route 272/282 after RBG ceases  
Improve frequency of bus Route 272/282

### **Bolney**

Improve frequency of bus route 273; commuter journeys to Horsham and Haywards Heath  
Demand Responsive Transport.  
Support to secure bus Route 32 after RBG ceases  
Support for bus Route 89 after RBG ceases  
Old A23 between A272 and Jeremys Corner – traffic management

### **Brook Street**

Improve links with Crawley and Haywards Heath

### **Burgess Hill**

Improved cycle / pedestrian links to Triangle Leisure Centre, Burgess Hill  
Improved cycle / pedestrian links to Burgess Hill Victoria Industrial Estate  
Schemes identified in the Burgess Hill Twitten improvement project  
Cycleway, Jane Murray Way, Burgess Hill  
Improved pedestrian links within Hammonds Ridge development, Burgess Hill  
Upgrade status of existing footpath from College Lane, Hurstpierpoint, to Jane Murray Way (via Scotches Farm) to bridleway  
Other schemes highlighted in the Burgess Hill cycle network  
Pedestrian enhancements, Church Walk, Burgess Hill  
Pedestrian enhancements, Church Road, Burgess Hill  
Safer Routes to School and School Travel Plan proposals at :  
- The Gattons Infant School  
- St Wilfreds Primary School  
- Oakmeads Community College  
Construction of Charles Avenue-Victoria Road Bus Link, Burgess Hill  
Commuter Car Park, Wivelsfield Station  
London Road (Leylands Road to Sussex Way) – pedestrian enhancements  
Mill Road (Park Road to Leylands Road) – pedestrian enhancements  
Age Concern – Community Transport enhancements

Station Access Study and Improvements  
Passenger Information terminals  
Support for bus route 32  
Support for bus route 33A/B  
Provide evening /Sunday service between Hurstpierpoint and Haywards Heath  
Support for bus route 39A-C  
Support for bus route 272/282  
Improve frequency of bus route 272/282

### **Clayton**

Improve frequency of bus service 273  
Evening bus service improvements.

### **Copthorne**

Footway, Copthorne Bank  
Improve evening and Sunday services

### **Crawley Down**

Improved evening and Sunday bus service

### **Crosspost**

Improve frequency of bus Route 273 through Bolney

### **Cuckfield**

Support for evening and Sunday bus service: Route 29

### **East Grinstead**

Turners Hill Road / Vowells Lane – junction improvement  
Cycleway and links, St Margaret's Loop, East Grinstead  
Hackendon Lane – cycle enhancement  
Hackendon Lane / Blackwell Farm Road – junction improvement  
Imberhorne Lane / B2110 – junction improvement  
London Road/Lingfield Road - junction improvement  
Pedestrian enhancements East Grinstead Town Centre  
Traffic Management / Pedestrian enhancements, Railway Approach, East Grinstead  
Other schemes highlighted in the East Grinstead cycle network  
Safer Routes to School and School Travel Plan proposals at:  
- Imberhorne Secondary School  
A264 Moat Road, East Grinstead – pedestrian enhancements  
Station to Worth Way – pedestrian enhancement  
Holtye Road – pedestrian enhancement  
Herontye Drive – traffic management  
London Road / Imberhorne Lane – junction improvements  
Age Concern – Community Transport enhancements  
Egbus and Egdart – Community Transport enhancements  
Bus priority schemes.  
Station Access Improvements  
Passenger Information terminals  
Introduce Community Bus/Dial-a-Ride schemes  
Extend existing bus service 409  
Improve evening and Sunday bus services  
Support for bus Route 81 after RBG ceases  
Additional evening service on bus Route 270  
Support for bus Route 291 after RBG ceases  
Support for bus Route 490 after RBG ceases

### **Fulking**

Improvements to bus service HH – currently on certain days only.

### **Goddard's Green**

Improvements to bus service.

### **Handcross**

Support for bus Route 271 after RBG ceases High Street – traffic management / pedestrian

## Enhancements

### **Haywards Heath & Cuckfield**

Increase bus services to Burgess Hill, Crawley, East Grinstead and Horsham.  
Station Access Study and Improvements  
Passenger Information terminals  
Support for Evening and Sunday bus service: Route 29  
Support to secure existing bus service route 30A/B  
Support to provide bus service Route 33A/B after RBG ceases  
Evening and Sunday bus service between Hurstpierpoint and Haywards Heath: Route 33A/B  
Support for bus service Route 81 after RBG ceases  
Support for bus service Route 82/87 after RBG ceases Support for bus service  
Route 86 after RBG ceases  
Support for bus service Route 89 after RBG ceases  
Additional evening service on Route 270  
Support for Route 271 after RBG ceases  
Support for Route 272/282 after RBG ceases  
Improve frequency of Route 272/282  
Improved pedestrian/cycleway links between Bolnere Village and Haywards Heath Town Centre  
Cuckfield-Haywards Heath cycleway via A272  
Cuckfield-Haywards Heath cycleway via Hatchgate Lane and Blunts Wood  
Scaynes Hill-Haywards Heath footway/cycleway  
Cycleway, The Heath, Haywards Heath  
Cycleway, Perrymount Road-Oathall Road, Haywards Heath  
Cycleway, Victoria Park, Haywards Heath  
Cycleway, Hanbury Lane-Appledore Gardens, Haywards Heath  
Cycleway, Burrell Road-Market Place, Haywards Heath  
Cycleway, Burgess Hill-Haywards Heath  
Backwoods Lane to Washington Road – pedestrian / cycle enhancements  
Other schemes highlighted in the Haywards Heath cycle network  
Pedestrian Improvements South Road and Broadway, Haywards Heath  
Balcombe Road / Burrell Road – pedestrian enhancements / safety imps / traffic management  
B2112 Fox Hill – speed management  
Safer Routes to School and School Travel Plan proposals at :  
- Holy Trinity Primary School  
- Warden Park School  
- Oathall Community College  
Pelican crossing, Barnard Gate, Balcombe Road, Haywards Heath  
Age Concern – Community Transport enhancements

### **Hurstpierpoint**

Footpath between Brown Twins Road car park and High Street, Hurstpierpoint  
Cycleway, Sayers Common-Hurstpierpoint  
Improved pedestrian facilities, Hurstpierpoint High Street

### **Albourne Road – pedestrian enhancements (including lighting) / traffic management**

Extra evening and Sunday bus service  
Improve frequency of bus service 273 Support for bus Route 33A/B after RBG ceases  
Evening and Sunday bus service between Hurstpierpoint and Haywards Heath: Route 33A/B  
Support for bus service 39A-C after RBG ceases

### **High Cross**

Demand Responsive Transport

### **Horsted Keynes**

Improve evening service  
Additional evening bus service on route 270

### **Hurst Wickham**

Improve frequency of service 273  
Improve evening and Sunday service

### **Keymer & Hassocks**

Improve evening and Sunday service

Station access improvements  
Passenger Information terminals  
Improve evening and Sunday bus service  
Support for bus service 39A-C after RBG ceases  
Support for bus service Route 82/87 after RBG ceases  
Increase frequency of services on Route 273  
Footpath between South Bank and Hassocks Football Club  
Cycleway, Hurstpierpoint - Hassocks - Keymer - Ditchling  
Safer Routes to School and School Travel Plan proposals at :  
- Downlands School Hassocks  
- Hassocks Infant School  
- Windmills Junior School  
Age Concern – Community Transport enhancements  
Hurst and Hassocks Community Transport enhancements

### **Lindfield**

Safer Routes to School and School Travel Plan proposals at:  
- Blackthorns School  
- Lindfield Primary School  
Footway, B2028, Buxshalls Hill, Lindfield  
Footway, High Street to Park Lane, Lindfield  
Traffic Management Study – schemes approved by WSCC & MSDC  
Scaynes Hill Road – pedestrian enhancements  
Improve evening and Sunday service

### **Poynings**

Improved evening bus service on 107

### **Pyecombe**

Improve evening bus service on 107 or 770 - £70,000 p.a.

### **Sayers Common**

Improve frequency on bus service 273

### **Scaynes Hill**

Improve evening and Sunday bus service

### **Sharpthorne**

Build a new rail station when the Bluebell Railway is extended.  
Provide a Sunday service all year round.

### **Slaugham**

B2115 / Slaugham Lane – junction improvement  
Improvements to Bus service HC – currently certain days only.

### **Staplefield**

Brantridge Lane – traffic management / pedestrian enhancements

### **Turners Hill**

Improved pedestrian facilities, Turners Hill  
Balcombe Road / Cowdray Arms – junction improvement  
B2110 / Church Road – junction improvement  
North Street / Clockfield development – junction improvement / pedestrian enhancement  
Sopers Ride / Withypitts – cycle enhancement  
Improve evening bus service  
Support for bus service Route 81 after RBG ceases

### **Twineham**

Improvements to bus service

### **West Hoathly**

Footways / access to bus facilities, Sharpthorne-Tyes Cross  
West Hoathly / Sharpthorne - speed reduction measures  
Selsfield Road / - junction improvement



**Consultation Procedures**

- 1.1 The revised parking standards and the Total Access Demand Methodology were produced by a joint officer working group lead by the County Council, including representatives of all District and Boroughs within the County.
- 1.2 The consultation was undertaken in two stages. The County Council first consulted on the PPG13 standards (those standards contained in Annex D of PPG13) and PPG3 (residential standards). The first consultation also set out the principles of Total Access Demand and Accessibility Criteria which define levels of accessibility within an area.
- 1.3 The consultation took place during October/November 2002. The County Council consulted Local Members of the County Council, District Councils, developers, local business organisations, Sussex Enterprise, the Government Office for the South East (GOSE), neighbouring transport authorities and the public via the County Councils web site and a press notice (a full list of consultees is available from the County Council).
- 1.4 Mid Sussex responded to the consultation by letter. It stated that it wanted to undertake more survey work to assess the impact of changing parking standards before seeking Member approval for the revised standards. The PPG13, PPG3 standards and the accessibility zone criteria were adopted by the County Council in June 2003.
- 1.5 The second consultation by the County Council considered the revision of all 'other' parking standards not included in PPG13 and the transport contributions methodology (TAD). The consultation took place during July/August 2002. The same consultees as for the first consultation were consulted.
- 1.6 On 1 September 2003 Mid Sussex District Council Cabinet Members agreed that Mid Sussex District Council should adopt the PPG13 Transport standards and the PPG3 Housing residential standards. At this meeting Cabinet Members also agreed to support the 'other' standards proposed in the County's consultation document and agreed to support the principle of Total Access Demand concept for seeking financial contributions. A copy of the report was sent to Parish Councils, prior to the meeting and comments were invited.
- 1.7 In November 2003 County Council adopted the 'other' parking standards and the Total Access Demand Methodology. On 26 January 2004 Mid Sussex District Council Cabinet Members agreed to adopt the 'other' parking standards and the Total Access Demand Methodology.



**PARKING STANDARDS**

These parking standards were adopted in two parts. Those relating to PPG13 (Transport Annex D) and those relating to PPG3 (Housing) were adopted at Cabinet on 1 September 2003. All the other standards were adopted by Cabinet on 26 January 2004.

This annex lists the parking standards including car parking, cycle parking, motorcycle parking and disabled parking.

The standards will apply to all development in the associated class. Generally no thresholds will apply with the exception of small commercial development in less accessible areas.

In developing the standards consideration has been given to evidence from recent applications, views of Development Control officers and work progressed by other County Councils and District Councils. The standards have been subject to extensive consultation.

## RESIDENTIAL STANDARDS

DWELLING TYPE (FLATS AND HOUSES)	Maximum standard
1 bed dwellings	1 car space* per dwelling and 1 cycle space per dwelling**
2 and 3 bed dwellings	2 spaces per dwelling and 2 cycle spaces per dwelling**
4 bed dwellings	3 spaces per dwelling and 2 cycle spaces per dwelling**
5 or more bed dwellings	Car and cycle parking to be assessed individually.

\* A residential parking space is defined as a garage, spaces on driveway within the curtilage of property or designated parking outside the curtilage of the property such as parking courts and lay bys.

\*\* No cycle parking is required if a garage is provide and the garage is of sufficient size. On larger developments (8 dwellings or more) cycle parking for visitors should be provided at a ratio of 1 cycle space per 8 dwellings.

## OTHER RESIDENTIAL USES

RESIDENTIAL USES	Maximum standard
SHELTERED ACCOMMODATION AND FLATS FOR THE ELDERLY	1 space per 2 sheltered units (0.5 per unit)  1 car space for each member of resident staff  This category will apply where development is provided with internal communal facilities and warden accommodation. In other case the residential standard will apply.
USE CLASS C2  (care, nursing, mentally and physical handicapped and elderly persons homes)	1 car space for every 20 residents or increment of up to 20 residents, plus  1 car space for visitors at the ratio of 1 space for 8 residents or increments of up to 8 residents, plus 1 car space for each member of staff based on a ratio of 1 space per 5 residents or increments of up to 5 residents (All to be provided within the layout near to dwellings) Spaces for service vehicles as required

## OTHER RESIDENTIAL USES (CONT)

RESIDENTIAL USES	Maximum standard
HOUSES IN MULTIPLE OCCUPATION	0.5 car space per room/unit (For the purpose of these standards, house in multiple occupation are properties providing residential accommodation in the form of non self-contained bedsitting rooms or flats, with all occupants sharing to some degree facilities such as kitchens, bathrooms and toilets. This excludes all self contained accommodation and communal accommodation such as rest homes).
HOSTELS	1 space for residents at the ratio of 1 space for every 4 residents, plus 1 space for visitors at the ratio of 1 space for every 20 residents. Space for service vehicles as required.

## RETAIL USES

DEVELOPMENT/USE	MAXIMUM CAR PARKING STANDARD	LORRY PARKING REQUIREMENT	OPERATIONAL REQUIREMENTS
FOOD RETAIL	1 space per 14 sqm	1,000sqm or under 2 spaces, over 1,000sqm 3 spaces	(1) to (6), (13), (14)
NON FOOD RETAIL	1 space per 20 sqm	1,000sqm or under 2 spaces, over 1,000sqm 3 spaces	(1) to (6), (13), (14)
GARDEN CENTRES Independent and attached to non-food retail warehouses	1 space per 20 sqm for covered sales areas and 1 space per 30sqm for uncovered areas	Independent - considered on merits of proposal  Attached to non-food retail warehouses – 1,000sqm or under 2 spaces, over 1,000sqm 3 spaces	(1) to (6), (13), (14)
MARKETS	To be assessed individually	To be assessed individually	(1) to (7), (13), (14)
WHOLESALE CASH AND CARRY (excluding factory outlets/factory retail outlets etc)	1 space per 50 sqm	1 space per 200 sqm	(1) to (6) and (9)

### ASSOCIATED RETAIL USES (CONT)

DEVELOPMENT/USE	MAXIMUM CAR PARKING STANDARD	LORRY PARKING REQUIREMENT	OPERATIONAL REQUIREMENTS
CAR SALES ESTABLISHMENTS	1 space per 30 sqm of internal and outside gross car display area  Staff parking to be clearly designated	Considered on merits of proposal but provision for off-loading car transporters	(1) to (7)
MOTOR REPAIR GARAGES  (NB: This is an industrial use not retail, but as often accompanies car sales it was felt appropriate to group these two uses)	1 space per 45 sqm for staff and 3 spaces per service bay (or 25sqm)  Staff parking to be clearly designated	To be assessed individually	(1) to (7)

### OTHER BUSINESS AND INDUSTRIAL USES

DEVELOPMENT/USE	MAXIMUM CAR PARKING STANDARD	LORRY PARKING REQUIREMENT	OPERATIONAL REQUIREMENTS
FINANCIAL AND PROFESSIONAL SERVICES (USE CLASS A2)	1 space per 30 sqm	Considered on merits of proposal	(1) to (7), (10), (13), (14)
B1 INCLUDING OFFICES	1 space per 30 sqm (threshold of 500sqm in rural areas)	Considered on merits of proposal	(1) to (8), (13), (14)

### OTHER BUSINESS AND INDUSTRIAL USES (CONT)

DEVELOPMENT/USE	MAXIMUM CAR PARKING STANDARD	LORRY PARKING REQUIREMENT	OPERATIONAL REQUIREMENTS
GENERAL INDUSTRY (USE CLASS B2)	1 space per 40 sqm	1 minimum (for 240sqm gross or under) 1 minimum and 1 space per 500 sqm (for over 240sqm)	(1) to (8), (13), (14)
STORAGE AND DISTRIBUTION (USE CLASS B8)	1 space 100 sqm	1 minimum (for 240sqm gross or under) 1 minimum and 1 space per 500 sqm (for over 240sqm)	(1) to (9), (13), (14)
OPEN STORAGE	1 space 100 sqm	To be assessed individually	(1) to (5)

### LEISURE USES

DEVELOPMENT/USE	MAXIMUM CAR PARKING STANDARD	LORRY PARKING REQUIREMENT	OPERATIONAL REQUIREMENTS
TENNIS/BADMINTON COURTS	2 spaces per court	---	(1), (3), (4), (5), (11), (12), (13), (14)
SQUASH COURT	2 spaces per court	---	(1), (3), (4), (5), (11), (12), (13), (14)
SWIMMING POOLS	1 space per 10 sqm of pool area	---	(1), (3), (4), (5),(6), (11), (12), (13), (14)
GOLF COURSES	4 spaces per hole	---	(1), (3), (4), (5),(6), (11), (12), (13), (14)
RIDING SCHOOLS/STABLES	2 space per loose box	---	(1), (3), (4), (5), (12), (13), (14)
INDOOR EQUESTRIAN CENTRES	1 space per 20 sqm of arena	1 space per 150 sqm of arena for horse boxes/traders	(1), (3), (4), (5), (11), (12), (13), (14)

### LEISURE USES (CONT)

DEVELOPMENT/USE	MAXIMUM CAR PARKING STANDARD	LORRY PARKING REQUIREMENT	OPERATIONAL REQUIREMENTS
BOWLING (including 10 pin, outdoor and indoor)	1 space per 22 sqm	---	(1), (3), (4), (5), (11), (12), (13), (14)
PLAYING FIELDS (Including soccer, rugby, hockey, cricket etc)	12 spaces per hectare of pitch	---	(1), (3), (4), (5), (11), (12), (13), (14)
CINEMAS AND CONFERENCE FACILITIES	1 space per 5 seats	---	(1), (3), (4), (5),(6), (11), (12), (13), (14)
STADIA	1 space per 15 seats	---	(1), (3), (4), (5),(6), (11), (12), (13), (14)
INDOOR MULTI-PURPOSE FACILITIES	1 space per 22 sqm	---	(1), (3), (4), (5),(6), (11), (12), (13), (14)
OTHER INDOOR LEISURE USES	1 space per 22 sqm	---	(1), (3), (4), (5), (6), (11), (12), (13), (14)
OTHER OUTDOOR LEISURE ACTIVITES (e.g. angling and shooting)	Consider on merits	---	(1), (3), (4), (5), (6), (11), (12), (13), (14)

### A3 USES

DEVELOPMENT/USE	MAXIMUM CAR PARKING STANDARD	LORRY PARKING REQUIREMENT	OPERATIONAL REQUIREMENTS
FOOD AND DRINK (public houses, restaurants, cafes and private clubs)	1 space per 5 sqm of public area and 2 spaces per bar (or 5m length of bar for large bars) for staff  Staff parking to be clearly designated	---	(1), (3), (4), (5), (6), (7), (10), (13), (14)

### PLACES OF ASSEMBLY, HOTELS

DEVELOPMENT/USE	MAXIMUM CAR PARKING STANDARD	LORRY PARKING REQUIREMENT	OPERATIONAL REQUIREMENTS
PLACES OF ASSEMBLY	1 space per 22 sqm	---	(1), (3), (4), (5), (7), (11), (13), (14)



(places of worship, theatres, concert halls, night clubs)	For larger scale places of assembly serving more than a local catchment 1 space per 15sqm		
CINEMAS AND CONFERENCE FACILITIES	1 space per 5 seats	---	(1), (3), (4), (5), (7), (11), (13), (14)
HOTELS, MOTELS AND GUEST HOUSES	1 space per bedroom (including staff bedrooms)	---	(1), (3), (4), (5), (7), (10), (11), (13), (14)

### HOSPITALS, DOCTORS, VETS

DEVELOPMENT/USE	MAXIMUM CAR PARKING STANDARD	LORRY PARKING REQUIREMENT	OPERATIONAL REQUIREMENTS
HOSPITALS	Applications should be assessed individually and be based upon a Travel Plan.	--	(1), (3), (4), (5), (10), (13), (14)
DOCTORS, DENTISTS, VETS AND MEDICAL CENTRES	1 space per practitioner plus 4 spaces per consulting room for visitors and staff, plus 1 space per 20 sqm of office space for administrative support staff	---	(1), (3), (4), (5), (10), (13), (14)

## OTHER USES

DEVELOPMENT/USE	MAXIMUM CAR PARKING STANDARD	LORRY PARKING REQUIREMENT	OPERATIONAL REQUIREMENTS
SCHOOLS, COLLEGES AND LIBRARIES	<p>To be assessed individually</p> <p>As a general guide: 1 space per 2 daytime teaching staff</p> <p>Parking levels to be established within a Travel Plan</p>	---	(1), (3), (4), (5), (6), (13), (14)
HIGHER AND FURTHER EDUCATION	1space per 2 staff and 1 space per 15 students.	---	(1), (3), (4), (5), (6), (13), (14)
CHILDREN'S NURSERIES	<p>To be assessed individually, particular regard should be given to adequate provision for dropping off children without causing highway problems.</p> <p>As a general guide 1 space per 2 staff</p>	---	(1), (3), (4), (5), (6), (13), (14)
CEMETERIES AND CREMATORIA	To be assessed individually	---	(1), (3), (4), (5), (13), (14)

### **DISABLED PARKING STANDARDS**

<b>DEVELOPMENT/USE</b>	<b>CAR PARKING STANDARD</b>	<b>OPERATIONAL REQUIREMENTS</b>
EMPLOYMENT PREMISES	Individual bays for disabled employees. At least one space or 5 % of total car parking provision, whichever is greater.	The Department for Transport has recently published guidance entitled 'Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' (December 2002).
CAR PARKS ASSOCIATED WITH SHOPPING AREAS, LEISURE, RECREATION AND PLACES OPEN TO THE GENERAL PUBLIC	A minimum of open space for each employee who is a disabled motorist, plus 6% of the total capacity for visiting disabled motorists.	This document includes technical advice on a range of mobility/ access related issues, including recommended standards for parking provision. Given this is a recent Central Government publication, it is considered appropriate that standards are in line with this guidance.

### **MOTOR CYCLE PARKING**

<b>DEVELOPMENT/USE</b>	<b>PARKING STANDARD</b>
EMPLOYMENT PREMISES AND CAR PARKS ASSOCIATED WITH SHOPPING AREAS, LEISURE, RECREATION AND PLACES OPEN TO THE GENERAL PUBLIC	1 space plus one space per 10 car parking spaces  For retail uses primarily involving bulky purchases (e.g. food superstores and hypermarkets) the provision may be reduced to 1 space per 25 car parking spaces)

### **CYCLE PARKING REQUIREMENTS**

A1 – Shops	1 space per 100 sqm for staff and 1 space 100 sqm for customers
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A2 – Financial and professional services	1 space per 100 sqm for staff and 1 space per 200 sqm for customers
A3 – Food and Drink	1 space per 4 staff and 1 space per 25 sqm for customers
B1 – Business	1 space per 150 sqm for staff and 1 cycle space per 500 sqm for visitors
B2 – General Industry	1 space per 200 sqm for staff and 1 space per 500 sqm for visitors
B8 – Storage or distribution	1 space per 500 sqm for staff and 1 space per 1000 sqm for visitors
D2 - Leisure and recreation	1 space per 4 staff plus visitor/customer cycle parking
<p>The number of cycle spaces required will be calculated on gross floorspace.</p> <p>The cycle standards are a minimum.</p> <p>All cycle parking must be sheltered and secure and in accordance with local guidance or best practice design. However, flexibility and innovation will be encouraged. It is essential that cycle parking is considered carefully within the design of new development. Communal provision should be in covered and secure stores and be within view of dwellings. Ideally, provision should be individually allocated to each dwelling. Where this is impractical, a common store should be provided with individual, lockable cages.</p> <p>For uses that are not listed above the level of cycle parking required will be assessed individually.</p>	

## **OPERATIONAL REQUIREMENTS**

The operational requirements for each category of development vary according to the nature of the development concerned. They are listed below (1-14) and those applying to each category of development are set out in the right hand corner of the Standards Schedule.

1. Car space - shall be of a size 4.8m x 2.4m to accommodate a private car of average dimensions. Adequate access to car parking space is also required. Further information is contained in Annex 4A.
2. Lorry space - Shall be of a minimum size 11m x 3m together with adequate access thereto.
3. Disabled spaces - In all parking areas provision should be made at a ratio as set out in the standards.
4. Loading/unloading - Adequate loading, unloading and turning facilities will be required. Turning facilities should be provided to enable commercial vehicles to be able to turn within the curtilage and clear of the highway
5. Layout and use - Car and lorry space, loading/unloading and turning space shall be conveniently laid out and accessible to the buildings proposed and shall be kept available for use at all times. A loading bay may double as a lorry space, provided it is to be kept available for these purposes.
6. Floor space - Refers to gross floor areas by external measurement.
7. Replacement floorspace - The car parking requirement will normally be calculated on the net increase in gross floor space.
8. Sustainable transport contribution - Advice on sustainable transport contribution is contained in section 11.0 of this document.
9. Associated office use - Associated office use shall be assessed at business use (B1) standard.
10. Associated residential use - Associated residential use shall be assessed at residential standards.
11. Associated licensed bar/club/restaurant use - Associated licensed bar/club/restaurant use shall be assessed at food and Drink (A3) standards.
12. Staff/Spectator Provision - Provision for staff/spectators to be considered on the merits of the particular proposal.
13. Cycle provision - Cycle parking spaces should be provided in accordance with the standards set out in this SPG. Communal provision should be in covered and secure stores and be within view of dwellings. Ideally, provision should be individually allocated to each dwelling. Where this is impractical, a common store should be provided with individual, lockable cages.
14. Motor Cycle Provision - Associated with any car parking provision, spaces for motorcycles shall be provided. The standard for motorcycle provision is set out in this document. Motorcycle spaces shall be 1.4m x 2.3m to accommodate a motorcycle with panniers.

## GENERAL REQUIREMENTS FOR CYCLING PROVISION

It is important that cycle parking is of a suitable quality and appropriate location in order to encourage people to cycle more and so that cycle parking facilities are used.

### Location

Ideally the cycle parking should be located within 20-30m of the access point of the facility which it serves. Cycle parking should be situated so that it does not cause conflict between pedestrians and cyclists.

### Covered and Secure

Cycle parking should be covered. This is particularly important for cycle parking provided at places of employment and residential developments where cycles will be parked for long periods of time.

Cycle parking must be secure. This means the cyclist must be able to lock their cycle using a 'D' lock, or similar locking devices. This is particularly important for unsecured cycle parking which is often found in public areas. Unsecured parking, such as the Sheffield Stand, should be clearly visible to encourage their use, reduce the risk of theft and also to make them visible to partially sighted pedestrians.

### Type of parking

There are a number of types of cycle stand systems. The most common form is the 'Sheffield stand', which is a popular choice with cyclists. These stands are also relatively low cost and easy to maintain. Wall mounted loops are also low cost and suitable for areas where space is limited, but these types of units are less popular with the cyclist and are not suitable for all cycles. Design details for these stands are set out below.

Other types of stands include lockable stands, which are more secure than those set out above but are also more costly and require more maintenance. Lockers provide high levels of security but are expensive to buy and install.

Secure cages, sheds and buildings can also be used to provide secure parking. This type of parking is particularly appropriate at places of employment and residential developments. On flatted developments cycle parking could be incorporated into the building itself, with access via the main entrance of the building

### Further Source of Information

Key elements of cycle parking provision, DfT, September 2002

## **OTHER SERVICE PROVIDERS**

### **15.0 MID SUSSEX PRIMARY CARE TRUST**

- 15.1 Local Primary Care Trusts (PCTs) oversee arrangements for the delivery of primary health care services on behalf of the National Health Service and have specific responsibilities in respect of General Practitioners (GPs) patient lists, the improvement of their surgery premises and the provision of new surgery premises (replacement and additional) for GPs. Since April 1999, improvements to GP premises, relative to national standards for modernising the NHS, have been monitored by the Department of Health.
- 15.2 In West Sussex, GPs can have in the region of 2,800 patients. However, in order to avoid patient list closures which would restrict patient choice and necessitate the imposition of a formal allocation rota of new patients to specific GPs, the standard applied by the PCTs in the forward planning of primary health care services is 1,500 patients per GP. Where new development would cause the numbers of patients on GP lists to rise above 1,500 or to further increase beyond 1,500, the PCT will consider and advise the District Council as to the needs which would arise for provision of additional infrastructure. In particular, where new or extended surgery premises would be necessary, the PCT will ask the District/Borough Council to earmark suitable sites, either by the inclusion of an allocation in the Local Development Framework or, where appropriate, by means of a planning obligation.





## **16.0 ENVIRONMENT AGENCY**

- 16.1 The Environment Agency (the Agency) has a wide range of duties and powers relating to environmental management. In recognition of the potential for conflict between the impacts of new development and environmental concerns, the Agency is also a statutory consultee in relation to both the preparation of the Local Plan and the consideration of some planning applications.
- 16.2 In relation to proposals for new development, in the form of either Local Development Framework allocations or planning applications, the Agency will assess whether the existing environmental infrastructure would be able to accommodate the additional needs which would be generated. Such assessments will include all elements of the environmental infrastructure which would be directly affected and will take into account demands expected to arise from other development which is already committed.
- 16.3 If sufficient capacity is not readily available, in practical terms, within the existing environmental infrastructure to enable proposed development to go ahead, provision of the necessary additional infrastructure or contributions towards the costs of providing such infrastructure will be sought by the Environment Agency. The forms of environmental infrastructure which will be assessed and in respect of which provision or contributions may be required are:
- sustainable solutions to surface water run-off – eg where appropriate – creation of balancing ponds with new wetland habitats, grass swales, permeable surfaces and including provision for adoption and maintenance.
  - restoration of natural functioning of floodplains.
  - restoration of rivers and wetlands degraded by engineering and urbanisation.
  - improvements to river corridors – eg re-profiling of channels, creation of buffer zones, provision of simulated natural river features.
  - increased access, where appropriate eg footpaths, cycleways alongside stretches of rivers.
  - improvements to water quality by natural and artificial initiatives.
  - habitat creation.



## **17.0 UTILITY COMPANIES**

- 17.1 The Development Plan, comprising the Regional Spatial Strategy and the Local Development Framework, provide the utility companies with essential inputs for their own planning. Also, the adequacy of existing infrastructure and needs for additional infrastructure may well influence the timescales for implementation of development proposals.
- 17.2 Therefore, in preparing their Local Development Frameworks, the District Councils liaise with the utility companies responsible for the provision of infrastructure for electricity supply, gas supply, public telecommunications services, drainage services and water supply. In addition, the relevant electricity, gas and telecommunications undertakers are formally and specifically consulted on all proposals having significant infrastructure implications as are the relevant water companies on matters relating to water and sewerage services generally and to the retention, treatment or disposal of sewerage, trade waste or sludge.
- 17.3 In these ways, the ability of the utility companies to provide improved or additional infrastructure to serve the demands expected to be generated by new development and the need for land to accommodate that infrastructure as well as the environmental effects of such additional land uses are taken into account in the Development Plan process.
- 17.4 With regard to individual proposals for new development, landowners or developers must normally requisition any necessary or appropriate utility service connections in accordance with the relevant statutory duties to connect and the costs of connection are generally met by the person requiring it. Each of the statutory duties to connect is subject to specific caveats and more general limitations, including the need to ensure public safety and allowances for unforeseen circumstances. On the other hand, the utility companies are able to use their compulsory purchase powers to acquire land or rights over land for service connections where there are no existing private services rights.
- 17.5 Where, nonetheless, difficulties are identified with regard to the provision of the extended, improved or additional utilities infrastructure which would be required to serve needs generated by new development, the District Council will not permit the development to proceed without assurances that the essential infrastructure will be provided at the appropriate time.



## APPENDIX 1

### DEVELOPMENT PLAN INFRASTRUCTURE POLICIES

#### West Sussex Structure Plan 2001-2016

- DEV3**
- (a) New development should not be permitted unless the on-site and off-site infrastructure needs it creates (including facilities and services) are met, and it does not impose costs on the existing residents or businesses of West Sussex.
- (b) Proposals by service providers for the delivery of physical and social infrastructure to meet the needs generated by the levels of development in West Sussex set out in Policy NE1(a), including the provision funded by development under part (a) of this policy, should be permitted provided that the impact on character and the environment is acceptable. The provision of such infrastructure should be co-ordinated and phased with the delivery of the development.
- (c) Local Plans will include policies to ensure that:
- (1) new or improved infrastructure required to meet the needs of new development, whether on-site or off-site, is available or will be provided at the appropriate stage;
  - (2) where appropriate, development is phased in step with the provision of new or improved infrastructure; and
  - (3) where appropriate, contributions of land and finance can be secured towards the provision of new or the improvement of existing infrastructure (whether on or off-site) which is necessary to meet the needs of occupiers or users of new development and to avoid worsening conditions for users of existing infrastructure.

#### Mid Sussex Local Plan

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

provider who will be responsible for the provision, pursuant to any legal agreement that may be entered into.

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

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

**CS11** Developments which create a need for new or improved infrastructure will not be permitted unless such infrastructure is provided, or a contribution is made towards its provision, by the developer. The commencement of the development will be required to be co-ordinated with the provision of the necessary infrastructure.

**B8** The Council will encourage the retention and/or provision of works of art in development schemes. Careful consideration will be given to the contribution made by any such works to the appearance of the open space or building involved and the surrounding area. The works of art should relate to the local environment and enhance local identity and a sense of place.

