

planning obligation or deed. The District Council's legal team will usually require a Solicitor's undertaking in relation to costs at the outset of a matter. The District Council's legal team can provide an estimate of costs. The County Council also requires its legal costs to be met.

- 4.34. The securing of such fees is not relevant to the determination of planning applications and does not constitute a reason for the granting of planning permission. As such, the provisions of Regulation 122 of the CIL Regulations<sup>47</sup> do not apply.

## Appendix 1 – Mid Sussex Parking Standards

- A1.1 The standards set out below are minimum indicative standards of the level of provision parking generally expected in new developments. Where a lower provision is proposed, this will need to be justified on site specific grounds.
- A1.2 Where a lower provision is provided, evidence should be submitted to demonstrate where overflow parking demands can be accommodated (on-street or elsewhere); that there is sufficient capacity for these demands to be met; and that where necessary, mitigation can be provided to ensure that overflow parking would not cause highway safety issues. This could include where appropriate, measures included in a Travel Plan, or the funding of additional waiting restrictions.
- A1.3 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.

Figure 7 – Residential Parking Standards

<b>Dwelling type - (Flats and Houses)</b>	<b>Minimum Indicative Standard</b>
1 bed dwellings	1 car space* per dwelling and 1 cycle space per dwelling**
2/3 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+ 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 laybys.

\*\* 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.

Figure 8 – Other Residential Uses

<b>Residential Uses</b>	<b>Minimum Indicative Standard</b>
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<sup>47</sup> Community Infrastructure Levy Regulations 2010 (as amended)

Sheltered Accommodation, extra care housing and flats for older people (Use Class C3)	<p>1 space per 2 sheltered units (0.5 per unit)</p> <p>1 car space for each member of resident staff</p> <p>This category will apply where development is provided with internal communal facilities and warden accommodation. In other case the residential standard will apply.</p>
Residential Institutions including nursing homes (Use Class C2)	<p>1 car space for every 20 residents or increment of up to 20 residents, plus</p> <p>1 car space for visitors at the ratio of 1 space for 8 residents or increments of up to 8 residents, plus</p> <p>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</p> <p>(All to be provided within the layout near to dwellings)</p> <p>Spaces for service vehicles as required</p>
Houses in Multiple Occupation (Use Class C4)	0.5 car space per room/unit
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.

Figure 9 – Retail Uses

Development/ Use	Minimum Indicative Standard	Lorry Parking Requirement	Operational Requirements (see Figure 19)
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)	1 space per 50 sqm	1 space per 200 sqm	(1) to (6) and (9)

outlets etc.)			
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)

**Figure 10 – Other Business and Industrial Uses**

<b>Development/ Use</b>	<b>Minimum Indicative Standard</b>	<b>Lorry Parking Requirement</b>	<b>Operational Requirements (see Figure 19)</b>
Financial and Professional Services (Use Class A2)	1 space per 30 sqm	Considered on merits of proposal	(1) to (7), (10), (13), (14)
Business Use (Use Class B1) including offices	1 space per 30 sqm (threshold of 500sqm in rural areas)	Considered on merits of proposal	(1) to (8), (13), (14)
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 per 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 per 100 sqm	To be assessed individually	(1) to (5)

**Figure 11 – Leisure Uses**

<b>Development/ Use</b>	<b>Minimum Indicative Standard</b>	<b>Lorry Parking Requirement</b>	<b>Operational Requirements (see Figure 19)</b>

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)
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 Activities (e.g. angling and	Consider on merits	---	(1), (3), (4), (5), (6), (11), (12), (13), (14)

shooting)			
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Figure 12 – A3 Uses

<b>Development/ Use</b>	<b>Minimum Indicative Standard</b>	<b>Lorry Parking Requirement</b>	<b>Operational Requirements (see Figure 19)</b>
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)

Figure 13 – Places of Assembly, Hotels

<b>Development/ Use</b>	<b>Minimum Indicative Standard</b>	<b>Lorry Parking Requirement</b>	<b>Operational Requirements (see Figure 19)</b>
Places of Assembly (places of worship, theatres, concert halls, night clubs)	1 space per 22 sqm  For larger scale places of assembly serving more than a local catchment 1 space per 15sqm	---	(1), (3), (4), (5), (7), (11), (13), (14)
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)

Figure 14 – Hospitals, Doctors, Vets

<b>Development/ Use</b>	<b>Minimum Indicative Standard</b>	<b>Lorry Parking Requirement</b>	<b>Operational Requirements (see Figure 19)</b>
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)
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Figure 15 – Other Uses

Development/ Use	Minimum Indicative Standard	Lorry Parking Requirement	Operational Requirements (see Figure 19)
Schools, Colleges and Libraries	To be assessed individually  As a general guide: 1 space per 2 daytime teaching staff  Parking levels to be established within a Travel Plan	---	(1), (3), (4), (5), (6), (13), (14)
Higher and Further Education	1 space per 2 staff and 1 space per 15 students.	---	(1), (3), (4), (5), (6), (13), (14)
Children's Nurseries	To be assessed individually. Particular regard will be given to adequate provision for dropping off children without causing highway problems.  As a general guide 1 space per 2 staff	---	(1), (3), (4), (5), (6), (13), (14)
Cemeteries and Crematoria	To be assessed individually	---	(1), (3), (4), (5), (13), (14)

Figure 16 – Disabled Parking Standards

Development/ Use	Car Parking standard	Operational Requirements
Employment Premises	Individual bays for disabled employees.  At least one space or 5% of total car	See 'Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' (December

	parking provision, whichever is greater.	2005). This includes technical advice on a range of mobility/ access related issues, including recommended standards for parking provision. It is considered appropriate that standards are in line with this guidance.
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.	

**Figure 17 – Motor Cycle Parking**

<b>Development/ Use</b>	<b>Car 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)

**Figure 18 – Cycle Parking Requirements**

A1 – Shops	1 space per 100 sqm for staff and 1 space 100 sqm for customers
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**

A1.4 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.

**Figure 19 – Operational Requirements**

1	Car space	Size 4.8m x 2.4m to accommodate a private car of average dimensions. Adequate access to car parking space is also required
2	Lorry space	Minimum size 11m x 3m together with adequate access
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 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 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 assess 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.
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## General Requirements for Cycling Provision

- A1.5 It is important that cycle parking is of a suitable quality and appropriate location to encourage people to cycle more and ensure that cycle parking facilities are used.
- A.1.6 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.
- A.1.7 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.
- A.1.8 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.
- A.1.9 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.
- A.1.10 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
- A.1.11 Cycle parking must be secure. This means the cyclist must be able to lock their cycle with a locking device. 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.
- A.1.12 Further information on cycle parking is set out in the Sustrans Design Manual – Handbook for cycle-friendly design (2014).

## [Appendix 2 – Open Space, Leisure, Formal Sports Provision Contributions \(overview, thresholds, cost and calculation\)](#)

- A.2.1 The District Council has recently commissioned work to review the Playing Pitch Strategy, and Parks & Open Space Strategy; revised requirements will be published on the District Council's website later in 2018.