

### **Schedule of responses at Issues & Options Stage**

The Issues & Options survey received a total of 75 different respondents, not all respondents answered every question. Responses came from a broad range of interested parties. These included, developers, consultants, residents and residents groups, Brighton & Hove buses, Brighton & Hove Access Forum, City Car Club, Brighton Motorcycle Action Group, landlords and housing associations.

Each question and the number of responses to each potential option are recorded below.

#### **Question 1 – What types of parking should be included in the new SPD?**

Option A – The new SPD should retain the existing 6 types of parking contained within SPG04.

31 responses (42%)

Option B – The new SPD should expand from the existing 6 types of parking and include additional types of parking.

43 responses (58%)

#### **Question 2 – How best is it to zone the city to take into account the differing local characteristics within different areas of the city?**

Option A – The future SPD should maintain the principle of the two zone approach as set out in the adopted policy document SPG04 and as per Option A.

33 responses (44%)

Option B – The new SPD should maintain the principle of the two zone approach but the zones should be amended to take account of varying levels of public transport accessibility within the city, as per Option B.

6 responses (8%)

Option C – The future SPD should adopt a multiple zone approach as per Option C.

36 responses (48%)

#### **Question 3 – Which land uses should be included in the new SPD?**

Option A – The land uses set out in the existing SPG04 should be retained and form the basis of the forthcoming SPD.

41 responses (57%)

Option B – The council should incorporate additional land uses, along with the current land uses within SPG04, within the new SPD.

31 responses (43%)

**Question 4 – What methodology should be used to determine the acceptable level of parking in the new SPD?**

Option A – The SPD should utilise the principle of Option A (Maximum Standards and upper limit) in preparation for the council’s revised parking standards allowing for updates of existing or new land uses and users as appropriate.

32 responses (46%)

Option B – The SPD should use the principle of Option B (Variable Ratios according to level of accessibility) in preparation of the council’s revised parking standards allowing for updates of existing or new land uses and users as appropriate.

37 responses (54%)

**Question 5 – Should the new SPD document also include additional supporting guidance in relation to parking?**

Option A – The new SPD should not include a design guide for parking.

19 responses (26%)

Option B – The new SPD should include a design guide for parking.

53 responses (74%)

**Question 6 – Car free housing is defined as a new residential development located within a Controlled Parking Zone (CPZ) which has no parking within the site (apart from essential disabled car parking where necessary) and occupiers of the development are not eligible to be issued with on-street parking permits. What approach should be taken to considering car free housing in the future SPD?**

Option A – Car free housing should be a requirement of all new residential developments within a clearly defined central area of the city. Elsewhere in areas outside that defined central area but within a CPZ it can be voluntary.

28 responses (38%)

Option B – Car free housing should be entered into voluntarily on a case by case basis in CPZ areas.

32 responses (43%)

Option C – Other potential options.

14 responses (19%)