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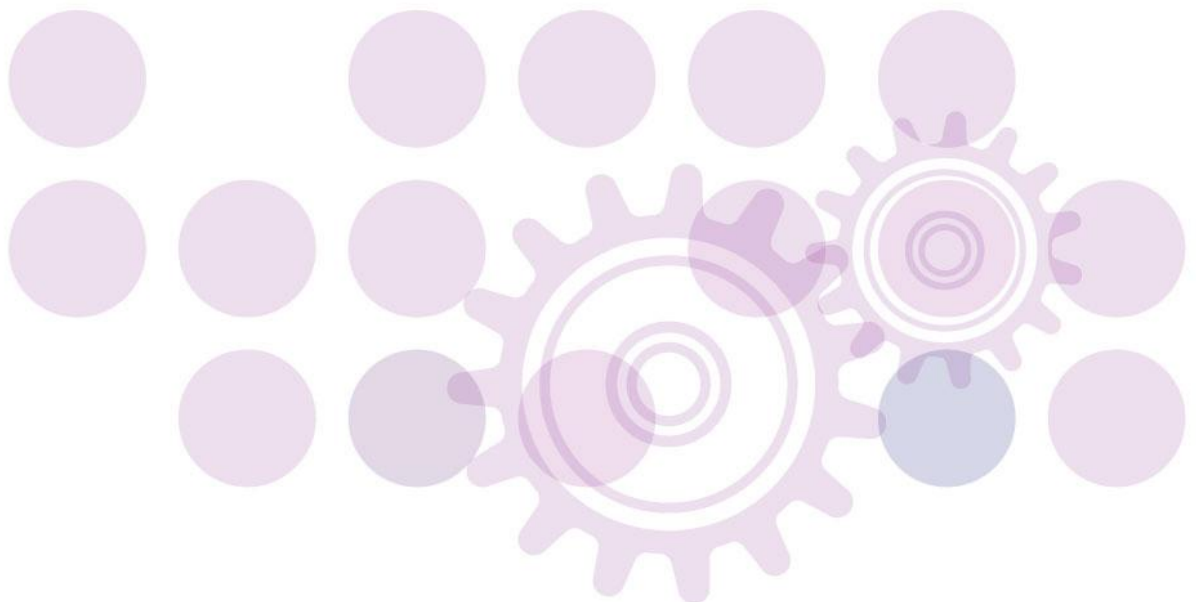
supplementary planning document

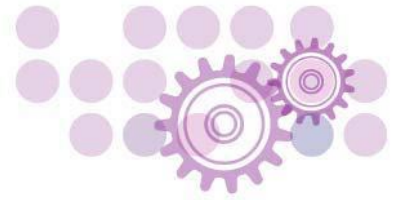


*Brighton & Hove City Council Local Development Framework*

September 2016

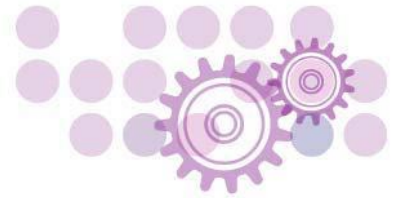
# Parking Standards





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## 1 Introduction

### What is an SPD?

A Supplementary Planning Document (SPD) is one of the material considerations that can be taken into account when determining a planning application. SPDs are intended to elaborate upon policies in the Development Plan, in this instance the 'saved' policies in the adopted Brighton and Hove Local Plan (2005) and the policies in The City Plan Part One.

This SPD is one of a series produced by Brighton & Hove City Council and has been subject to a period of consultation prior to adoption as a formal planning document. This SPD supplements policies TR7, TR14, TR17 and TR18 of the Brighton & Hove Local Plan 2005 and policies CP8 and CP9 of the City Plan Part One. It is intended the remaining policies in the Local Plan will be replaced by Part Two of the City Plan; which shall be produced at a later date.

The standards in this SPD supersede those in the Parking Standards SPG04, which were adopted in 2000.

### What is the purpose of this SPD?

This SPD provides Brighton & Hove City Council's parking standards for all new developments in the city. The purpose of this SPD is to provide clear information and guidance to allow document users to easily determine the right level of parking for developments in different locations and with different land uses.

The document is intended for use by applicants, agents, developers, architects, consultants, residents with interest in an application, elected Members of the Council, and other decision-making bodies. For applicants, agents and architects it should be used during the preparation of a planning application, or prior to seeking more formal pre-application advice from the Council. For residents with an interest in a planning application, this document provides parking standards against which planning applications will be determined.

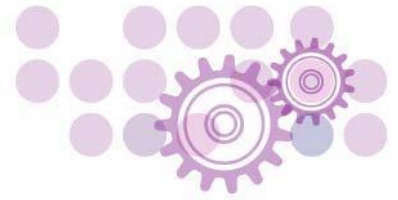
### Policy Context

This SPD has been informed by, and is based on both national and local planning policy. The planning policies relevant to this SPD are detailed below.

The NPPF states that when setting local parking standards for development local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

The NPPF also states that:



*“Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.”*

The above factors have been taken into account when formulating Brighton & Hove’s updated parking standards contained within this SPD.

In accordance with national policy, it is important to ensure that Brighton & Hove’s parking standards reflect local circumstances and strike the right balance between providing appropriate levels of car parking spaces while also promoting sustainable forms of transport in areas of good public transport accessibility.

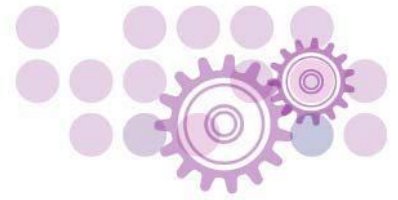
In relation to local planning policy, policy CP9 of the Brighton & Hove City Plan Part One states that:

*“The council will work with partners, stakeholders and communities to provide an integrated, safe and sustainable transport system that will accommodate new development; support the city’s role as a sub-regional service and employment hub; and improve accessibility.*

*It will promote and provide measures that will help to manage and improve mobility and lead to a transfer of people and freight onto sustainable forms of transport to reduce the impact of traffic and congestion, increase physical activity and therefore improve people’s health, safety and quality of life.”*

This SPD and the guidance contained within forms part of an overall strategy to help deliver an integrated, safe and sustainable transport system for the city.

## **2 Guiding Principles of the Standards**



## **Background**

The parking standards set out within this SPD provide guidance on the levels of parking provision permitted in association with new development in different areas of the city. This SPD provides the guidance framework to which planning applications will be assessed against.

The availability of car parking can have a major influence on the means of transport people choose for their journeys; especially for destination land uses (those other than residential). Therefore as set out within policy CP9 of the Brighton & Hove City Plan Part One, the adopted approach is to have maximum car parking standards throughout the city for all land uses. Maximum parking standards define the maximum acceptable provision for the each land use. However, it is acknowledged that because of the differing levels of accessibility the guidance allows different levels of parking in different areas of the city; with lower levels of parking sought in central areas compared to outlying areas of the city.

This SPD also sets out standards for cycle parking, disabled parking, electric vehicle charging and servicing requirements. These standards are expressed as minimum standards in order to ensure a suitable level of provision is provided within all new developments.

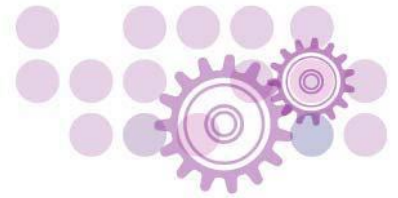
## **Zonal approach**

Accessibility in terms of public transport and access to local facilities and services varies throughout Brighton & Hove. As with most central urban areas, the central areas of Brighton & Hove benefit from the highest levels of public transport accessibility and are well served by cycle and walking facilities and public car parking. The central areas also have the highest density of development within the city.

Immediately beyond the central area other areas of Brighton & Hove also benefit from good levels of public transport accessibility via both local bus and national rail services. These services provide access to both central Brighton & Hove but also other destinations within the city and beyond the city's boundary. These areas also have the benefit of being located close to Key Public Transport Corridors where measures have been implemented to improve access by public transport, for cyclists and pedestrians. These corridors include Lewes Road (A270), London Road (A23) and Western Road/Church Road (B2066).

Beyond these areas there are outer areas of the city which do not benefit from as good access to public transport and local services in comparison to more central areas of the city.

The nature and characteristics of Brighton & Hove in terms of accessibility, land use and density of development provides an ideal scenario to adopt a zonal approach to parking standards. The overarching principle being that developments located within central areas, close to good public transport services and local facilities and with operational Controlled Parking Zones (CPZs) will require less parking than equivalent developments in areas with lower levels of public transport accessibility; especially in outer areas of the city.



From undertaking public transport accessibility mapping using Visography TRACC software and analysing census car ownership levels in different areas of the city, a three zone approach has been adopted. The three zones are as follows:

1. Central Area
2. Key Public Transport Corridors
3. Outer Areas

The Central Area forms the most central part of Brighton & Hove and consists primarily of retail and commercial properties with some residential land use. The area benefits from the highest levels of public transport accessibility with both Brighton railway station and numerous bus interchange opportunities within this area. This area also contains the largest proportion of public off-street car parking spaces within the city.

Areas within the Key Public Transport Corridors zone are predominantly of a residential nature with retail and commercial frontages on certain roads. This area is well served by local bus services and some suburban railway stations such as London Road and Aldrington.

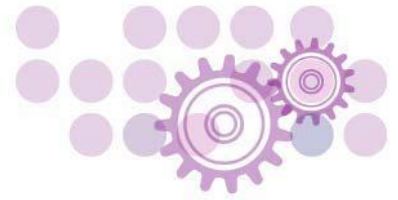
The Outer Areas zone is predominantly either residential in nature or designated as National Park under the South Downs National Park (SDNP). Within this area there is some commercial and retail land uses but these are less concentrated when compared to more central areas. These areas experience lower levels of public transport accessibility given their distance from the centre of Brighton & Hove.

A map detailing the extent of these three zones can be accessed here, ([Link to be created shortly](http://www.brighton-hove.gov.uk/content/planning/local-development-framework/draft-parking-standards-supplementary-planning-document)) <http://www.brighton-hove.gov.uk/content/planning/local-development-framework/draft-parking-standards-supplementary-planning-document> and seen in Appendix 1 of this document.

The standards for each land use in the 3 zones has been developed through two separate consultation events an initial issues and options consultation looking at the broad issues surrounding the parking standards then a separate consultation on the draft parking standards SPD. In addition to the consultation, research and analysis of census data, public transport accessibility mapping and evaluation of other authorities' standards and testing of the standards was undertaken to inform the production of the standards.

### **Car Free Housing**

Car free housing relates to housing developments where occupants do not have access to car parking and are precluded from applying for a residents parking permit within a CPZ. Brighton & Hove has relatively low car ownership levels compared to other UK towns and cities and the idea of not owning a car is quite familiar to many people working and living in the city.



Across the city, proposals are considered for residential schemes where residential units do not have an allocated parking space. In some cases there will be a lower number of spaces than units (e.g. 90 flats, 10 spaces); in other cases there will be no vehicular parking proposed. This is allowed for through the maximum parking standards.

When applications are considered for developments which do not provide on-site parking to address the demand they may create, the impact of potential overspill parking needs to be considered. These impacts may include localised increases in demand for on-street parking which can cause highway safety risks and can have a negative impact upon the amenity of existing residents in the vicinity of the site, as competition for on-street spaces in a particular area may increase.

Furthermore, a control over the parking which may occur outside the site (on-street) may encourage the use of sustainable transport modes and meet the wider strategic objectives set out policy CP9 of the City Plan. In addition to the potential transport and air quality benefits that car free housing brings there are wider advantages as developers can provide higher densities as the land set aside for parking can be used to provide additional floor space or enhancements to amenity space within developments.

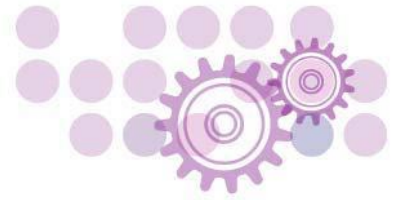
Where residential development is proposed, within CPZs in the city, the City Council may restrict future occupants' eligibility for residents parking permits subject to the considerations below.

Each development will be assessed on a case by case basis and car free housing will be approved having regard of the following relevant factors:

- Scale of development (number of units)
- Type of development (unit types and sizes)
- Sustainability of location / accessibility to sustainable transport modes and local services
- Capacity for on-street parking in the immediate vicinity of the site and in the surrounding area. This should be demonstrated by the applicant through an on-street parking survey
- The level of vehicular parking which is proposed on site (if any)

Outside of the CPZ's, the Local Planning Authority will usually not be in a position to control overspill parking associated with proposed developments. In such locations, the applicant will be required to demonstrate the likely parking demand associated with the proposed development; the capacity for on-street parking in the immediate vicinity of the site and in the surrounding area; and any mitigation measures which are proposed as part of the supporting case for the planning application.

### **3 Brighton & Hove Parking Standards**



## Application of the Parking Standards

The following table provides the parking standards against which all new development within Brighton & Hove will be assessed. The standards apply to only those development that are to be determined by Brighton & Hove City Council as Local Planning Authority. Other development within the administrative boundary of Brighton & Hove but falling within the South Downs National Park Authority (SDNPA) shall be determined by the SDNPA and not subject to this guidance. The standards apply to all categories of development for which planning permission is required (new developments, conversions, change of use). The table provides standards for all appropriate land uses within the Use Classes under the Town & Country Planning (Use Classes) Order 1987 (as amended). All standards which relate to floor space are expressed as a number of spaces per the total gross floor area (GFA) of the building in square metres and all standards are expressed as part thereof. Therefore standards should be rounded up to the next whole number (eg 1.5 spaces would be rounded to 2 spaces).

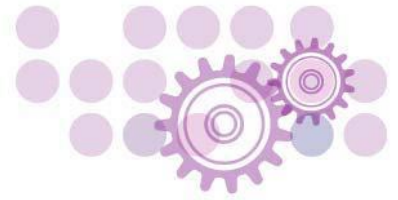
These standards provide guidance as to the maximum appropriate level of car parking to be provided in all developments and the minimum level of cycle, disabled, motorcycle and servicing which would be expected. Assessment of each application will be on a case by case basis taking into account the parking standards for guidance purposes.

Car parking provision which is within the maximum standard will be considered appropriate in most circumstances. However, the provision of adequate parking facilities and their design should be appropriate to the scale, nature, location and users of the proposed development and applicants must demonstrate that the proposed level of car parking is appropriate.

The Council recognises that lower parking thresholds than the maximum parking standard will be acceptable in cases where this would not lead to significant levels of overspill car parking which can be detrimental to highway safety and parking amenity of existing residents. If overspill car parking is likely from a proposed development the Highway Authority would look for an on-street parking survey to be undertaken and submitted with any planning application and suitable mitigation which could include a Travel Plan which should include measures to promote sustainable travel including but not limited to car club bays and membership and public transport season ticket vouchers. Developments on the periphery of the city boundaries must also take account of the potential for vehicles to overspill into neighbouring authorities. Likewise, if applicants are relying upon existing off-street parking within the city to serve their development they will need to demonstrate that there is sufficient spare capacity within the area to accommodate the parking demand of the proposed development without adversely impacting upon the transport network.

In relation to servicing, applicants will be required to demonstrate that there is adequate provision and space within the site for the parking, manoeuvring, loading and unloading to meet the operational servicing requirements of the development. The space set aside for servicing should be of suitable size for the type and quantity of vehicles likely to be associated with the development. Delivery vehicles should ideally be able to safely enter and exit the site in a forward gear.



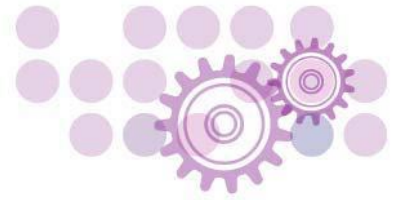


The standard for disabled user car parking provides guidance as to the minimum level of car parking which should be provided. In determining the appropriate level of disabled car parking to be provided consideration should be given to the likely demand generated by the proposed land use, the overall level of car parking provided, the opportunities to park in the local area and the distance and route from these potential parking locations to the development.

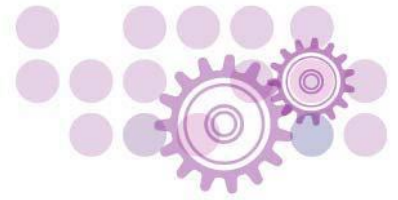
The provision of no on-site parking will not mean disabled car parking would not be required. Even if no on-site car parking is to be provided suitable levels of on-site disabled car parking must still be provided for the likely users of the development. In most instances if disabled car parking is required a minimum of two spaces should be provided to ensure that alternative provision is available should one bay be in use. The Highway Authority is likely to seek higher levels of disabled car parking for C2 residential institutions such as care homes and hospitals and D1 medical and health clinics.

**Parking Standards**

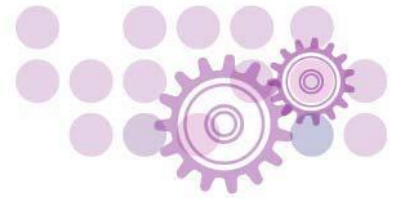
Land Use	Parking Standard			
	Parking	Central Area	Key Public	Outer Areas



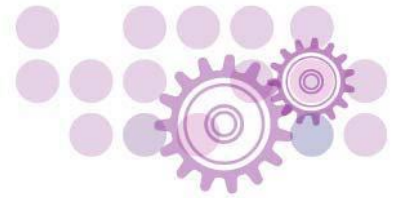
	Type		Transport Corridors	
<b>A1 Shops (non-food retail)</b>  Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices	Car	Disabled user car parking only	1 space per 40m <sup>2</sup>	1 space per 30m <sup>2</sup>
	Electric	For schemes of 1000m <sup>2</sup> or more  10% of car parking provision to have electric vehicle charging provision  10% of car parking provision to have passive provision to allow conversion at a later date		
	Cycle	Customer – 1 space plus 1 space per 150m <sup>2</sup> (Short Stay) Staff – 1 space per 5 staff (Long Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater  Over 200 bays – 4 bays plus 4% of capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
<b>A1 (Food retail)</b>	Car	Disabled user car parking only	1 space per 25m <sup>2</sup>	1 space per 15m <sup>2</sup>
	Electric	For schemes of 1000m <sup>2</sup> or more  10% of car parking provision to have electric vehicle charging provision  10% of car parking provision to have passive provision to allow conversion at a later date		
	Cycle	Customer - 1 space plus 1 space per 150m <sup>2</sup> up to 2500m <sup>2</sup> GFA thereafter 1 space per 500m <sup>2</sup> (Short Stay)  Staff - 1 space per 5 staff (Long Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater  Over 200 bays – 4 bays plus 4% of capacity		
	Servicing	On-site servicing provision provided		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		



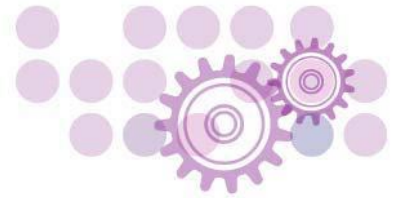
Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
<b>A2 Financial &amp; Professional Services</b> Banks and building societies, estate agencies, employment agencies, betting offices	Car	Disabled user car parking only	1 space per 75m <sup>2</sup>	1 space per 40m <sup>2</sup>
	Cycle	1 space plus 1 space per 250m <sup>2</sup> (Long Stay) 1 space plus 1 space per 150m <sup>2</sup> (Short Stay)		
	Disabled User Parking	0 to 200 bays – Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater  Over 200 bays – 6 bays plus 2% of total capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
<b>A3 Restaurant &amp; Cafes</b> Restaurants, snack bars, cafes.	Car	Disabled user car parking only	1 space per 20m <sup>2</sup> of public floor space	1 space per 10m <sup>2</sup> of public floor space
	Cycle	Customer - 1 space plus 1 space per 250m <sup>2</sup> (Short Stay) Staff - 1 space per 5 staff (Long Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater  Over 200 bays – 4 bays plus 4% of capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
<b>A4 Drinking Establishments/Public Houses</b> Public houses, wine bars or other drinking establishments bar night clubs	Car	Disabled user car parking only	1 space per 20m <sup>2</sup> of public floor space	1 space per 10m <sup>2</sup> of public floor space
	Cycle	Customer - 1 space plus 1 space per 250m <sup>2</sup> (Short Stay) Staff - 1 space per 5 staff (Long Stay)		
	Disabled User Parking	3 bays or 6% of total capacity whichever is greater		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		



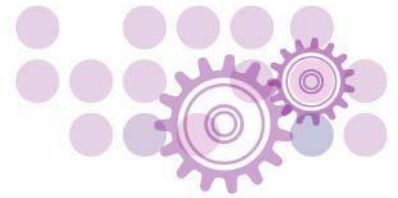
Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
<b>A5 Hot Food Takeaways</b>	Car	Disabled user car parking only	1 space per 35m <sup>2</sup> of public floor space	1 space per 20m <sup>2</sup> of public floor space
	Cycle	Customer - 1 space plus 1 space per 250m <sup>2</sup> (Short Stay) Staff - 1 space per 5 staff (Long Stay)		
	Disabled User Parking	3 bays or 6% of total capacity whichever is greater		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		



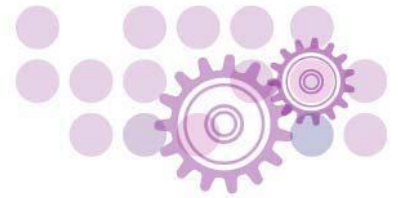
Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
<b>B1 Office</b>	Car	Disabled user car parking only	1 space per 100m <sup>2</sup>	1 space per 50m <sup>2</sup>
	Electric Vehicle	10% of car parking provision to have electric vehicle charging provision 10% of car parking provision to have passive provision to allow conversion at a later date		
	Cycle	Staff - 1 space plus 1 space per 100m <sup>2</sup> (Long Stay) Visitors – 1 space plus 1 space per 500m <sup>2</sup> (Short Stay) Showers and changing facilities should be provided for all office developments of 500m <sup>2</sup> and above. Facilities should be provided on the basis to cater for a minimum of 10% of staff		
	Disabled User Parking	0 to 200 bays – Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater Over 200 bays – 6 bays plus 2% of total capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
<b>B1 Industry</b> Research and development of products and processes, light industrial appropriate for a residential area	Car	Disabled user car parking only	1 space per 150m <sup>2</sup>	1 space per 100m <sup>2</sup>
	Cycle	Staff - 1 space plus 1 space per 200m <sup>2</sup> (Long Stay) Visitors - 1 space plus 1 space per 1000m <sup>2</sup> (Short Stay) Showers and changing facilities should be provided for all industrial developments of 500m <sup>2</sup> and above. Facilities should be provided on the basis to cater for a minimum of 10% of staff		
	Disabled User Parking	0 to 200 bays – Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater Over 200 bays – 6 bays plus 2% of total capacity		
	Servicing	On-site servicing provision provided		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		



Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
<b>B2 General Industry</b> Industrial process other than falling in class B1	Car	Disabled user car parking only	1 space per 150m <sup>2</sup>	1 space per 100m <sup>2</sup>
	Cycle	1 space plus 1 space per 300m <sup>2</sup> (Long Stay) Showers and changing facilities should be provided for all industrial developments of 500m <sup>2</sup> and above. Facilities should be provided on the basis to cater for a minimum of 10% of staff		
	Disabled User Parking	0 to 200 bays – Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater  Over 200 bays – 6 bays plus 2% of total capacity		
	Servicing	On-site servicing provision provided		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
	<b>B8 Storage or Distribution</b>	Car	Disabled user car parking only	1 space per 200m <sup>2</sup>
Cycle		1 space plus 1 space per 350m <sup>2</sup> (Long Stay) Showers and changing facilities should be provided for all industrial developments of 500m <sup>2</sup> and above. Facilities should be provided on the basis to cater for a minimum of 10% of staff		
Disabled User Parking		0 to 200 bays – Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater  Over 200 bays – 6 bays plus 2% of total capacity		
Servicing		On-site servicing provision provided		
Motorcycle		Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		

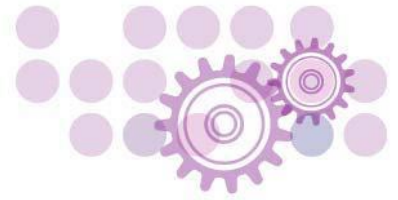


Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
<b>C1 Hotels</b> Hotels, boarding and guest houses	Car	0.25 spaces per bed	0.5 spaces per bed	1 space per bed
	Cycle	1 space per 10 bed spaces (Long Stay) 1 space per 5 staff (Long Stay) 1 space plus 1 space per 50 bed spaces (Short Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater  Over 200 bays – 4 bays plus 4% of capacity		
	Taxi	Adequate taxi pick up and drop off		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
<b>C2 Residential Institutions</b> Residential care homes, nursing homes	Car	Staff - 1 space per 3 staff	Staff 1 space per 3 staff	Visitors 1 space per 8 residents
	Cycle	Staff – 1 space per 5 staff (Long Stay) Showers and changing facilities should be provided for all residential institutions of 500m <sup>2</sup> and above. Facilities should be provided on the basis to cater for a minimum of 10% of staff  Visitor – 1 space per 10 bed spaces (Short Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater  Over 200 bays – 4 bays plus 4% of capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		

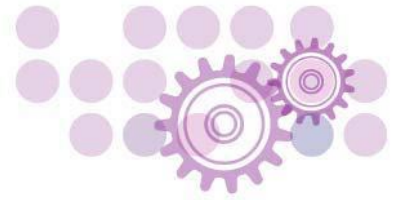


Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
<b>C2 Hospitals</b>	Car	Staff - 1 space per 5 staff	Staff 1 space per 3 staff Visitors 1 space per 3 beds spaces	
	Cycle	Staff – 1 space per 5 staff (Long Stay)		
		Showers and changing facilities should be provided for all hospitals. Facilities should be provided on the basis to cater for a minimum of 10% of staff		
		Visitor - 1 space per 10 bed spaces (Short Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater Over 200 bays – 4 bays plus 4% of capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
<b>C3 Dwelling Houses 1 - 2 beds</b>	Car	0.25 spaces per dwelling	0.5 spaces per dwelling plus 1 space per 2 dwellings for visitors	1 space per dwelling plus 1 space per 2 dwellings for visitors
		On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	
	Car Club	Car club bays provided on a case by case basis for major development		
	Electric Vehicle	For schemes of 10 or more car parking spaces 10% of car parking provision to have electric vehicle charging provision 10% of car parking provision to have passive provision to allow conversion at a later date		
	Cycle	Residents - 1 cycle parking space per unit (Long Stay) Visitors from a threshold of 5 units – 1 cycle parking space per 3 units (Short Stay)		
	Disabled User Parking	1 space per wheelchair accessible unit plus 50% of the minimum parking standard for ambulant disabled people & visitors		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		

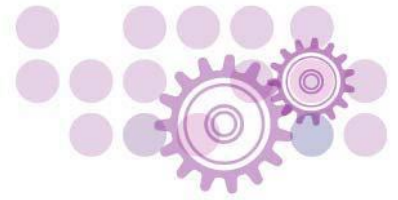




Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
<b>C3 Dwelling Houses 3 – 4+ beds</b>	Car	0.4 spaces per dwelling	1 space per dwelling plus 1 space per 2 dwellings for visitors	1 space per dwelling plus 1 space per 2 dwellings for visitors
		On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	
	Car Club	Car club bays provided on a case by case basis for major development		
	Electric Vehicle	For schemes of 10 or more car parking spaces 10% of car parking provision to have electric vehicle charging provision 10% of car parking provision to have passive provision to allow conversion at a later date		
	Cycle	Residents – 2 cycle parking spaces per unit (Long Stay) Visitors from a threshold of 5 units – 1 cycle parking space per 3 units (Short Stay)		
	Disabled User Parking	1 space per wheelchair accessible unit plus 50% of the minimum parking standard for ambulant disabled people & visitors		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
<b>C4 Houses in Multiple Occupancy</b> Small shared houses occupied by between three and six unrelated individuals	Car	0.15 spaces per bedroom	0.25 spaces per bedroom	0.25 spaces per bedroom
		On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	
	Cycle	1 space per 2 bed spaces (Long Stay)		
	Disabled User Parking	1 space per wheelchair accessible unit plus 50% of the minimum parking standard for ambulant disabled people & visitors		
	Motorcycle	Minor developments provision provided on a case by case basis.		

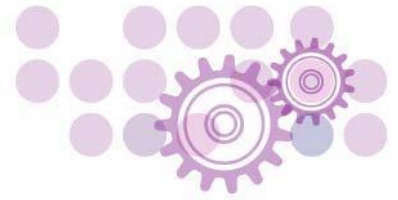


Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
<b>D1 Educational Establishments</b> Nursery, Primary, Infant & Junior Schools	Car	1 space per 3 teaching staff member  No on-site provision for parent/guardian pick up drop off	1 space per 2 teaching staff member  No on-site provision for parent/guardian pick up drop off	1 space per 1 teaching staff member  No on-site provision for parent/guardian pick up drop off
	Cycle	Nursery Staff - 1 space per 5 members of staff (Long Stay) Children - buggy and scooter parking Primary Staff - 1 space per 5 members of staff (Long Stay) Pupils – 1 space per 15 pupils (Long Stay) & scooter parking Visitors – 1 space plus 1 space per 100 children (Short Stay)		
	Disabled User Parking	0 to 200 bays – Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater  Over 200 bays – 6 bays plus 2% of total capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
<b>D1 Educational Establishments</b> Secondary, 6th Form & Colleges Secondary schools, 6th forms and colleges	Car	1 space per 3 teaching staff member	1 space per 2 teaching staff member	1 space per 1 teaching staff member
	Cycle	Staff - 1 space per 5 members of staff (Long Stay) Pupils – 1 space per 5 pupils (Long Stay) Visitors – 1 space plus 1 space per 100 children (Short Stay)		
	Disabled User Parking	0 to 200 bays – Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater  Over 200 bays – 6 bays plus 2% of total capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		



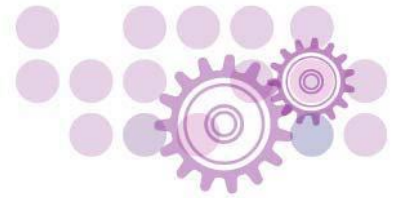
Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
<b>D1 Educational Establishments</b> Higher & Further Education Higher and further educational establishments	Car	1 space per 3 teaching staff member	1 space per 2 teaching staff member	1 space per 1 teaching staff member
	Cycle	Staff - 1 space per 5 members of staff (Long Stay) Students – 1 space per 2 students (Long Stay) Visitors – 1 space plus 1 space per 75 students (Short Stay)		
	Disabled User Parking	0 to 200 bays – Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater Over 200 bays – 6 bays plus 2% of total capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
<b>D1 Health Centres &amp; Medical Clinics</b> Doctors, dentists, medical & health clinics	Car	1 car parking space per consulting room	1 car parking spaces per consulting room + 1 car parking space per 2 members of staff	2 car parking spaces per consulting room + 1 car parking space per 2 members of staff
	Cycle	Staff – 1 space per 5 staff (Long Stay) Patients – 1 space per consulting room (Short Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater Over 200 bays – 4 bays plus 4% of capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
<b>D1 Community Centres, Church Halls, Public Halls, Places of Worship, Crematoria</b>	Car	Disabled user car parking only	1 space per 30m <sup>2</sup>	1 space per 20m <sup>2</sup>
	Cycle	2 spaces plus 1 additional space per 350m <sup>2</sup>		
	Disabled User Parking	3 bays or 6% of total capacity whichever is greater		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		

Land Use	Parking Standard
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	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
<b>D1 Libraries, Art Galleries &amp; Museums</b>	Car	Disabled user car parking only	1 space per 45m <sup>2</sup>	1 space per 30m <sup>2</sup>
	Cycle	2 spaces plus 1 additional space per 200m <sup>2</sup>		
	Disabled User Parking	3 bays or 6% of total capacity whichever is greater		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
<b>D2 Cinema, music &amp; concert halls, bingo hall</b>	Car	Disabled user car parking only	1 space per 15 seats	1 space per 7.5 seats
	Cycle	Staff – 1 space per 5 staff (Long Stay) Customers – 1 space per 30 seats (Short Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater  Over 200 bays – 4 bays plus 4% of capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
<b>D2 Swimming pools, ice rinks, sports centres, gyms &amp; leisure centres</b>	Car	Disabled user car parking only	1 space per 35m <sup>2</sup>	1 space per 25m <sup>2</sup>
	Cycle	Staff - 1 space plus 1 space per 5 staff (Long Stay) Visitors – 1 space per 50m <sup>2</sup> up to 2000m <sup>2</sup> thereafter 1 space per 250m <sup>2</sup> (Short Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater  Over 200 bays – 4 bays plus 4% of capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
<b>D2 Sports Pitches Outdoor sports and recreation pitches</b>	Car	N/A	1 space per 2 players at busiest times	
	Cycle	N/A	1 space per 5 players at busiest times	
	Disabled User Parking	3 bays or 6% of total capacity whichever is greater		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		

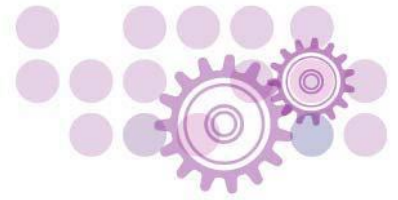
Land Use	Parking Standard			
	Parking	Central Area	Key Public	Outer Areas



	Type		Transport Corridors	
<p><b>Sui Generis Purpose Built Student Accommodation</b></p>	Car	Disabled user car parking only	0.25 spaces per bedroom	0.25 spaces per bedroom
		On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	
	Cycle	Residents - 1 space per 1.5 bed spaces (Long Stay) Visitors – 1 space per 10 bed spaces (Short Stay)		
	Disabled User Parking	1 space per wheelchair accessible unit plus 50% of the minimum parking standard for ambulant disabled people & visitors		
	Servicing	On-site loading and un-loading for student move in move out at start and end of terms		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
<p><b>Sui Generis Large Housing in Multiple Occupancy</b></p> <p>Large shared houses occupied by more than six unrelated individuals</p>	Car	0.15 spaces per bedroom	0.25 spaces per bedroom	0.25 spaces per bedroom
		On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	
	Cycle	1 space per 2 bed spaces (Long Stay)		
	Disabled User Parking	1 space per wheelchair accessible unit plus 50% of the minimum parking standard for ambulant disabled people & visitors		
	Motorcycle	Minor developments provision provided on a case by case basis.		

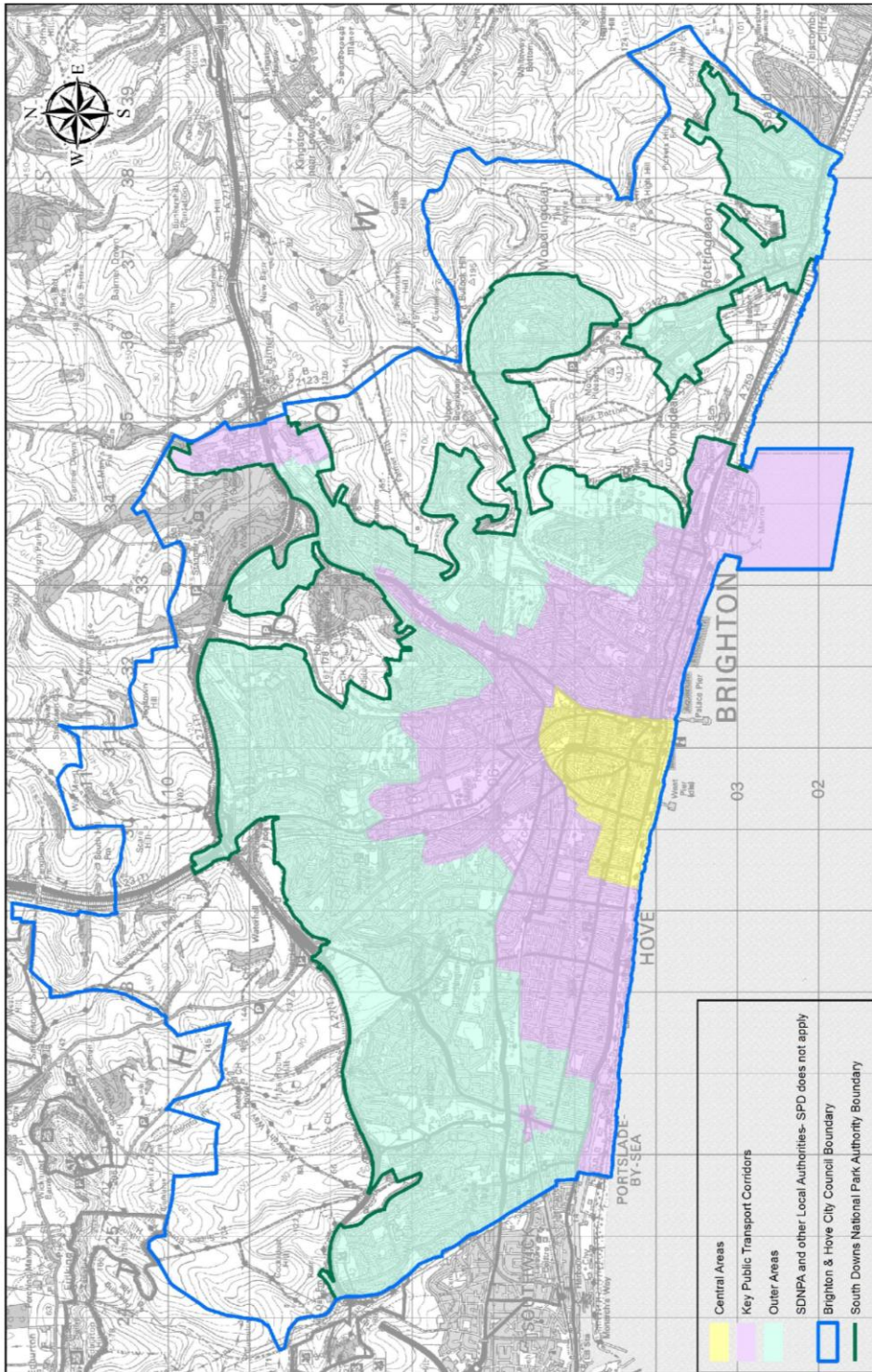
## 4 Appendix

### Parking Zones Map



An electronic map detailing the extent of these three zones can be accessed here, <http://www.brighton-hove.gov.uk/content/planning/local-development-framework/draft-parking-standards-supplementary-planning-document>. (Link to be included shortly).

**Parking Standards Zones**



Scale: 1:61,902

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