Suffolk Guidance for Parking

Technical Guidance

Adopted November 2014

Second Edition - November 2015

Third Edition – May 2019

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بەم زانیاریەی‌شتنی یەو ب ت گەیەتی ەە یارمەر پ ویستیت بەگەوەر
بکەوەی خوارەم ژمارەندی بەیوە پەزمان کی تر تکایە
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Suffolk Guidance for Parking

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Foreword

In recent years, the planning policy of restricting the level of parking provision, particularly in new residential developments, has tried to promote less reliance on the motor vehicle and a move to more sustainable and healthy methods of travel, particularly for shorter journeys.

This approach has had some success in city centres across England where public transport provision is good, the distance to important community services is short and plenty of local shopping is available. However, in inter-urban and rural communities where mobility is more reliant on access to a car, many residential developments have suffered from limited parking allocation.
The change in government has placed a new emphasis on local decisions and a move in policy attitude towards adequate parking provision.

The Guidance Note: Residential Parking[1] provides a best practice guidance note which can be used to develop appropriate local residential parking policies and guidance, with an emphasis on good design as well as the ensuring the right amount is provided.

It is desirable to have a design-led approach to the provision of car parking spaces so that it is integrated into the public realm and streets are pedestrian, cycle and vehicle friendly.

A number of minor amendments have been made to the Suffolk Guidance for Parking document in September 2015 to ensure that the guidance is in keeping with changes to national parking policy guidance announced by the Secretary of State for Communities and Local Government on 25 March 2015. This document was further updated in 2019 following changes to the National Planning Policy Framework.

1. Introduction

The need for greater parking control has developed in line with the growth of motorised traffic, particularly in the ownership and use of private cars. The number of private cars in Great Britain has more than doubled in 30 years, increasing from 12.5 million in 1975 to 26 million in 2005. There are currently 34.5 million vehicles registered in Great Britain. This level of vehicle ownership has led to increased levels of congestion and pollution, particularly in more densely populated areas.

Although the level of car ownership has increased, the growth of traffic on the highway has not increased to the same level. This indicates that a greater number of vehicles are likely to be parked at the owner's place of residence. It is acknowledged by residents in Suffolk that parking is an issue, especially in residential areas. Hence the move to advisory *minimum* guidance requirement on residential parking as promoted within this document.

[1] Chartered Institution of Highways & Transport and Institute of Highway Engineers (March 2012) 'Guidance Note: Residential Parking'

This guidance conforms to national policy and has been prepared by a working group of planners and highway engineers from the local authorities in Suffolk. It has been subject to public consultation and endorsed by Suffolk County Council (SCC).

Local planning authorities will take into account this technical guidance in their planning decisions; as such it will be a material document in planning considerations. The previous 2002 Suffolk Advisory Parking Standards document is superseded.

The guidance contained within this document is only one factor to be taken into account by local planning authorities when judging planning applications. The issue of parking provisions will be considered alongside existing local policy and all other material planning considerations. It is a matter for the local planning authorities to balance this guidance against all the other material considerations.

The purpose of this document is to support the aspirations expressed in the National Planning Policy Framework[2] and provide the highest quality advice to planners, members of the public, developers and architects.

It is intended to:

1. Assist the local planning authorities in determining appropriate guidance for their areas;
2. Advise members of the public in a readily comprehensible manner;
3. Assist developers in preparing plans for the development of land; and
4. Assist the determination of planning applications by ensuring that applications submitted include an appropriate level and location of car parking and cycle parking provision, and pedestrian footpaths and cycle routes that also contribute visually and functionally to the public realm.

As with any policy and guidance it is good practice to review regularly in order to ensure that the document is still serving its purpose. In September 2015 and June 2019 the document was updated to reflect updated Government guidance.

[2] Ministry of Housing, Communities and Local Government (February 2019) National Planning Policy Framework

2. Policy and Guidance

The National Planning Policy Framework (NPPF) contains specific guidance in respect of parking in paragraphs 105 and 106:

> (105) "*If setting local parking standards for residential and non-residential development, policies 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*
> - *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles".*
>
> *(106) "Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists..*"

Residential Car Parking Research[3] considers the various influences on levels of residential parking, pointing to data from the Census as a starting point for estimating "expected levels of car ownership".

When setting parking standards for their areas local authorities should do so having regard for local circumstances and without trying to control car ownership (previous national constraint policies based on national limits on residential parking now being removed); the need to promote sustainable transport outcomes is still considered extremely important.

Section 7.10 of the Transport White Paper, 'Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen'[4], states that:

"Local authorities are urged to consider how their parking strategy should best fit with their overall strategy for promoting sustainable transport choices and the efficient use of land, enabling schemes to fit into central urban sites, promoting linked-trips and tackling congestion.

The need for parking in city centres may be reduced through well-placed and well-used Park and Ride schemes. For new residential developments, a parking strategy can include setting minimum or maximum levels of parking places, depending on what is right for the area. To create the parking provision for electric vehicles, local authorities are encouraged to provide electric vehicle

[3] Department for Communities and Local Government (May 2007) 'Residential Car Parking Research'

[4] Department for Transport (2011) 'Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen'

charging infrastructure in new developments, where this does not affect the development's overall viability. Local authorities may also wish to set aside some residential car parking spaces solely for car club vehicles."

This is further supported by Suffolk County Councils aspiration of becoming the Greenest County by working with partners across the county and region, with the objective of making the county of Suffolk carbon neutral by 2030.

It is important to recognise the fundamental difference between the provision of spaces in residential developments as 'Origin Parking' and spaces in employment, retail and leisure developments as 'Destination Parking'. The shift in residential guidance reflects the evidence that where constrained approaches to Origin Parking have not been supported by effective controls, problems affecting the use and enjoyment of streets have often arisen.

Given that there has never been a policy to limit car ownership, the emphasis of sustainable transport is now placed on locating residential development where car use is less likely and/or necessary for many trips, without assuming that car ownership will be less as a result. Leisure use, and even the need to drive to the nearest appropriate railway station for work trips, may sustain ownership demand, while increasing proportions of peak hour journeys are undertaken by non-car modes of transport or car sharing.

The guidance within this document seeks to provide a balance between reasonable expectations of car ownership, efficient use of land and the need to encourage a more sustainable approach to meeting all future transport needs. Parking provision in accordance with the proposed guidance will generally meet the day-to-day needs of the occupiers but without over-provision.

More or less parking than the advisory guidance may still be justifiable and acceptable where there are other material considerations, such as: the need to maintain an active ground floor frontage; conservation area considerations; the availability of alternative parking facilities/ other viable modes of transport; design issues including the physical constraints of a site; proposed travel plan measures; and target consumers.

Whilst each site is judged on its merits it will generally not be acceptable for required car parking spaces to be 'designed out' of a development as a mechanism to increase development density where appropriate for other planning reasons. Therefore, early engagement with the Highway Authority is encouraged.

2.1 2015 Second Edition Update

On 25 March 2015 the Secretary of State for Communities and Local Government delivered the *Planning update March 2015* to the House of Commons, on behalf of the Department for Communities and Local Government. He announced that national planning policy would be amended to further support the provision of car parking spaces. The following text now needs to be read alongside paragraph 39 of the NPPF: "*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."

It is considered that the application of the Suffolk Guidance for Parking, adopted in 2014, conforms to Government policy in respect of residential development. This Government statement does not undermine the validity or acceptability of this element due to the fact that residential parking guidance (origin parking) is provided as minimum requirement.

The provision of residential spaces is based on sound research and census evidence and sets out to meet the needs of future occupiers of residential development. Therefore, the Government statement serves to strengthen the Highway Authority requirement for residential development to meet its needs in terms of adequate parking space provision and no change in approach is required.

It is accepted that any direct imposition of maximum guidance for employment, retail and leisure developments (destination parking) would not conform with the latest Government amendment to the NPPF.

In response to the statement, the Highway Authority will look for parking space provision to be generally in accordance with the numbers as set out in the Use Class tables and would encourage pre-application engagement where development proposals do not accord with this.

However, the Highway Authority reserves the position to specify the proposed parking space requirement as a 'maximum' in locations where there is an Air Quality Management Area (AQMA), or emerging AQMA, and in key strategic towns where we would seek to reduce the use of private vehicles and encourage more sustainable modes of travel. This exception is considered to fall under the 'clear and compelling justification' to manage the local road network as specified in the updated Government statement.

The local planning authorities, in consultation with the Highway Authority, can develop local policies to set out further criteria for reductions to advisory parking guidance within certain designated areas. If assigning localised parking policies, local planning authorities should take into account the following criteria in line with Paragraph 39 of the NPPF:

- 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 following issues should also be considered by local planning authorities:

- opportunities for cycling and walking links;
- proximity to local services including education, healthcare, food shopping and employment; and
- operation of car clubs.

2.2 2019 Third Edition Update

On the 24th July 2018 the NPPF was revised, where paragraph 39 of the NPPF has been updated to paragraph 106 as follows: “Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

This edition of the Suffolk Parking Guidance reflects the latest edition the NPPF that was published in February 2019

3. The Application of Parking Guidance

This document groups parking advisory standards into Planning Use Classes in Section 7; however there will inevitably be some developments that will not fall into any of the categories. In such cases, parking provision will be considered on the developments own merit. The onus will fall to the developer to demonstrate that the level of parking provided is appropriate and will not lead to problems of on street parking on the adjacent highway network. This will usually be demonstrated through a Transport Assessment (TA) or Transport Statement (TS) and a Travel Plan (TP).

On mixed use developments there may be potential for sharing parking between different land uses. For example, parking requirements for evening uses such as theatres and cinemas could share the same parking spaces as a daytime use such as offices.

The requirement for car parking, particularly at the work place, can be significantly reduced with effective travel planning, positively designing the site and building layout of a development in favour of pedestrians, cyclists, public transport users and car sharers. For example, providing car share spaces close to the door (especially for shift workers); annual bus subsidy; travel coordination; changing room, showers and lockers for cyclists. Measures such as these can reduce spaces required for staff by up to 15%[5].

Some Travel Plans will include a maximum number of vehicular journeys which, if exceeded, will trigger financial payments for mitigation measures. These may include reduced parking provision at appropriate locations to constrain use of vehicles especially at peak times. Car clubs can be a particularly useful feature of residential Travel Plans where travel flexibility without high car ownership is sought.

Parking must be considered alongside other design influences such as:

- location;
- context of public realm and environmental considerations;
- road widths;
- verges;
- SuDS;
- landscape and townscape impacts; and
- footpath and cycleway provision.

Parking is part of the palette that makes for a high-quality environment and sense of place. The form and functionality of the parking can have a determining influence on the success of the development design concept.

The location of the development itself may have the biggest impact on the way parking is treated. A location near to other attractors such as employment or commercial areas may lead to residential areas being used as overflow car

[5] Department for Transport (March 2008) 'Essential Guide to Travel Planning'

parks to the adjoining uses. Consideration may need to be given to some form of parking control during working hours to discourage inappropriate parking.

Where there are more cars wishing to park than the number of available spaces a Transport Assessment will be required to look at predicted queue lengths and how this can be managed, as well as other factors that may affect the safe use of the local highway network. The Highway Authority will discuss mitigation required in these cases; this may include parking information signs and systems and/or limiting the number of vehicles within a site or leaving a site to avoid unacceptable queuing onto a major route.

3.1. Pedestrians

The needs of pedestrians must be taken into account and met when designing parking layouts. This includes pedestrians who have parked within the development and those accessing the development on foot.

Pedestrian access to the development must be considered and pedestrian desire lines through a site identified. Pedestrians must be able to walk easily and safely on a convenient route through car parks. Raised footways and crossing points will be suitable for larger sites; shared space areas with low traffic speeds and a design which gives priority to pedestrians may be more appropriate at smaller sites.

A tactile/tonal distinction should be made between pedestrian areas and vehicular areas, in order that people with visual impairment can distinguish between the two. The provision of raised areas, distinctively paved footway areas and tactile paving at all dropped kerbs will achieve this.

All development should be suitable for all user types and disabilities. Despite recent government restrictions their use, shared facilities within residential developments has not been prevented. A recent ministerial letter states:

“the focus of the pause is on level-surface schemes in areas with relatively large amounts of pedestrian and vehicular movement, such as high streets and town centres (outside of pedestrian zones). The pause does not apply to streets within new residential areas, or the redesign of existing residential streets with very low levels of traffic, such as appropriately designed mews and cul-de-sacs, which take into account the relevant aspects of the National Planning Policy Framework and associated guidance.”[6]

[6] Ministry of Housing, Communities and Local Government (2018) ‘Ministerial letter to local authorities about the shared space schemes’

3.2. Cycle Parking

Cycle parking should be incorporated into the design of all developments (new, extended or change of use). The numbers of spaces required as set out in Section 7 are expressed as minimum standards to reflect the sustainable nature of this mode of travel and its importance of it meeting Suffolk County Council's commitment to make the county of Suffolk carbon neutral by 2030.

Residential

In residential developments, where no provision is specified, garages or car ports should be large enough to accommodate cycles. The dimensions and location of doors should be such that cycles can be easily and conveniently taken in and out without removing the car and bins, if these are also stored in the parking area.

Where no suitably sized garage is available cycle parking should be provided in secure covered areas.

Shared cycle parking facilities should be located and designed to avoid anti-social behaviour and be covered, safe and convenient.

Secure cycle parking for flats should ideally be provided within the building, either in a ground floor communal area close to the main entrance, under stairs or in underground or semi-basement areas alongside other storage for households, whilst maintaining fire escape routes, which must be only accessible to residents and their visitors

All uses

Providing cycle parking for visitors is important when planning new developments. In some cases, visitors may be able to use spare space within residential cycle-parking facilities, whether shared or individual. Some provision in the public realm may also be appropriate, particularly where residents' provision is not easily accessed by visitors. In mixed-use areas and where there are commercial or communal facilities in a residential neighbourhood, well-located and convenient public cycle-parking will normally be necessary.

Visitor cycle parking should be provided in well-overlooked areas, convenient for access to the building. Sheffield stands or similar should be used rather than less secure front wheel holders which also have greater potential to damage cycles. Cycle spaces/stands need to be conveniently located close to destination points, but clear of the direct pedestrian desire lines. They should be detectable by blind or partially sighted people. A ground level tapping rail at either end of a run of stands should be provided.

Standards for cycle parking are described as "spaces". In some cases higher quality provision will be appropriate (e.g. under cover or with secure lockers). Generally, the longer cycles are expected to be parked at a location, the higher the level of weather protection and security is required. This will be a matter for consideration on individual planning applications.

Covered cycle parking with Traditional Sheffield Stands – Suitable for short term use or visitors.

An example of cycle bins – Suitable for staff and longer-term parking.

In addition to the provision of secure parking for visitors, as part of any agreement on Travel Plans, developers of non-residential proposals will be required to demonstrate that the Travel Plan has considered the additional needs of employees, such as locker, changing and shower facilities.

3.3. Powered Two-Wheeler Parking

The use of Powered Two-Wheeled vehicles (PTW) for short regular journeys can create significant benefits, most notably in the form of reduced congestion, lower emissions, and reduced land use for parking.

Parking guidance for PTWs is represented as the minimum provision required, which reflects the advantages they have over the car and single occupancy vehicles in particular. As with cycle parking, this guidance represents a basis for helping to provide sufficient PTW parking facilities throughout Suffolk. In addition to the provision of secure parking, designed carefully and be overlooked, developers will be required to demonstrate that they have considered additional needs for PTW users, such as secure anchorage, concrete base, locker and changing facilities.

Motorcycle stand

Motorcycle ground anchor

Government transport statistics show that the ratio between PTW and car ownership is approximately 1:25. However, with regard to the congestion benefits that the PTW provides, a varied ratio parking standard linked to car parking spaces should be applied and guidance is given in the Use Class Tables in Section 7.

PTW parking provision should be reviewed annually as part of the Travel Plan monitoring to ensure there are adequate spaces to fulfil demand. If there proves insufficient allocation, increased parking should be provided.

A single PTW parking bay should measure a minimum of 2.5m x 1.2m.

3.4. Car Parking

3.4.1. Parking for disabled motorists ('Blue Badge Parking')

Under the Equality Act 2010, it is the responsibility of site occupiers to ensure that adequate provision is made for the needs of people with disabilities. Part 'M' of the Building Regulations also sets standards relating to the dimensions of spaces and access to buildings. Parking for people with disabilities will be required for their exclusive use at all sites. Use of these spaces will usually require a "Blue Badge" to be displayed.

The number of spaces required for disabled motorists varies between classes and the County Council guidance has been based on the DfTs Traffic Advisory Leaflet 5/95: 'Parking for Disabled People'[7] and guidance is given in the Use Class Tables in Section 7.

Blue Badge parking provision is to be included in the overall vehicle parking provision. In circumstances where the number of vehicle parking bays are less than ten, Blue Badge parking provision will be considered on a case by case

[7] Department for Transport (April 1995) Traffic Advisory Leaflet 5/95: 'Parking for Disabled People'

basis taking into account the quantity of available Blue Badge Parking in the vicinity.

It should be noted that a larger number of disabled user spaces may be required at facilities where a higher proportion of disabled users/visitors will be expected, for example medical, health and care facilities. The provision at the above levels or any required by the LPA does not guarantee that the requirements of the Disability Discrimination Act will be met; this is the responsibility of the building occupier or service provider.

There are numerous sources of alternative advice available for guidance on Blue Badge Parking. 'Inclusive Mobility'[8] provides government guidance on access to pedestrian and transport infrastructure and the 'BSI British Standards BS 8300:2009'[9] provides guidance in the design of new buildings to make them more accessible. All documents offer slightly differing advice to TAL 5/95. It is advised that these documents are considered when planning Blue Badge Parking.

Parking bays for people with disabilities should be designed so that drivers and passengers, either of whom may have a disability, can get in and out of the car easily and safely. Bays should be longer and wider than a standard bay. This ensures easy access from the side and the rear for those with wheelchairs and protects people with disabilities from moving traffic when they cannot get in or out of their car on the footway side of a bay on the highway.

On residential schemes at least one parking space should be provided adjacent to or close to each residential block entrance or lift core. The space should be capable of providing a 0.9m wide access path adjacent and level to it to meet 3.3m width for a parking space serving a dwelling. Where some dwellings in a development are designated as 'wheelchair housing' any specific parking for such dwellings should be in addition.

Off-street blue badge parking bays should be at least 5.5m long by 2.9m wide with additional space as follows:

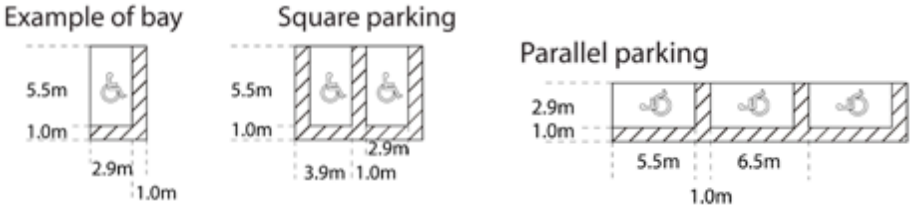
- Where bays are parallel to the access aisle and access is available from the side, an extra length of at least 1.0m and an extra 1.0m wide (minimum) safety zone to the (roadway) side to enable the driver or passenger to alight on the side where traffic might be passing; or

- Where bays are marked perpendicularly to the access aisle, an additional width of at least 1.0m along each side. Where bays are adjacent, space can be saved by using the 1.0m 'side' area to serve the space either side. A buffer of at least 1.0m should be provided between the parking space and the roadway (without reducing the width of the roadway) to allow safe access to the boot of the vehicle.

[8] Department for Transport (2005) Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure

[9] British Standards Institute (2009) BS 8300: 2009 Design of buildings and their approaches to meet the needs of disabled people - Code of Practice

Blue badge parking arrangements:



Overall space required: 6.5m by 3.9m (including safety zone)

3.4.2. Low Emission Vehicle Parking

Following on from DfT's recent Road to Zero[10] publication and Suffolk County Council's commitment to make the county of Suffolk carbon neutral by 2030, sufficient provision of electric vehicle charging infrastructure must be made to help meet the governments ambition of all cars and vans being zero emission by 2050. As a result all new developments are required to provide sufficient electric charging infrastructure to cater for the growing demand of electric vehicles in Suffolk.

For residential developments, each dwelling must have the ducting in place to allow a suitable wattage wall charging unit to be installed and connected to a suitable household consumer unit, that has the capacity to charge an electric vehicle and run other household electrical appliances when required by the resident. Commercial developments must provide suitable charging systems for a number of the parking spaces, with ducting and infrastructure in place to install additional charging systems when future demand dictates.

All charging related equipment must be fully compliant with Building Regulations and certified with the relevant British Standards.

Currently SCC do not permit charging points for low emission vehicles to be installed within areas of adoptable highway.

3.4.3. Car Club Parking

A Car Club is a membership scheme which allows members access to a communal vehicle. Access to the vehicle is managed through a booking system where members book a specific time slot of when they want to use the vehicle. Car Club schemes can reduce demand for car parking in residential development and have other benefits too. As such, they are strongly supported in principle. For more information on the benefits of Car Clubs please visit www.como.org.uk.

It is strongly recommended that a suitable car club operator is approached at the early stages of the planning application to ensure that a scheme is viable for the size and nature of the proposed development. If such scheme is viable

[10] Department for Transport (2018) The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy

suitable evidence of this measure must be submitted with the planning application (i.e. within the supporting Transport Assessment/Statement and Travel Plan). Please note that this measure might not be possible to provide in areas where public transport has been identified in the Community Infrastructure Levy Regulation 123 list.

3.4.4. Car Parking

3.4.4.1. How many spaces

The provision of spaces in residential developments is considered as 'Origin Parking' and spaces in employment, retail and leisure developments as 'Destination Parking'. The appropriate guidance for space provision is given in the Use Class Tables in Section 7. The shift in residential guidance to minimum advisory parking space provision, reflects the evidence that where constrained approaches to Origin Parking have not been supported by effective controls, problems affecting the use and enjoyment of streets have often arisen.

Suffolk County Council carried out a comprehensive research project looking at the number of vehicles owned by residential properties in the county. This included a survey of approximately 9000 dwellings as well as analysis of the 2001 and 2011 Census data for Suffolk car ownership (see Appendix 1).

3.4.4.2. Bay Size and Manoeuvring

The provision of parking that makes getting into and out of the vehicle as convenient as possible for the widest range of people (including those with reduced mobility and/or those with children).

Bay size for cars - including space to access car and boot	5.0m x 2.5m
Parallel parking	6.0m x 2.0m

Notes:

Minimum bay size for vans	7.5m x 3.5m*
Minimum bay size for HGVs:	
Articulated	17.0m x 3.5m
Rigid	12.0m x 3.5m

* To allow for the trend of increasingly long vans (e.g. Mercedes-Benz Sprinter, up to 7345mm, Fort Transit, up to 6403mm)

Occupants might not be able to get in or out of an average sized family car parked in a bay smaller than the minimum with cars parked in adjacent bays. Smaller bays will not be considered a usable parking space.

In order to physically provide access to both sides of a parked car, those parking spaces located at the end of a row, against a boundary fence or wall of a building will require an extra width of 300mm (total width of 3.1m). Additional width is required for disabled parking spaces to give a total width of 3.9m minimum.

Where the space is next to a boundary and the route is the principal access to a dwelling, a 900mm width route will be required to accord with Part 'M' Building Regulations access standards.

The access route between the parking and communal entrance (or in the case of basement parking, the lift core) should maintain a minimum clear width of 1200mm or 1800mm for large blocks of flats. A turning head may be required within the site, subject to class of road, safety considerations and site specific conditions. The Highway Authority will advise in these circumstances.

Typically, right angled spaces require 6.0m minimum aisle width for reasonable manoeuvring (7.3m for garages in blocks), while parallel parking requires 3.0m minimum. Echelon parking lies between the two, according to the angle: 4.2m minimum for 60 degrees and 3.6m minimum for 45 degrees and 30 degrees[11].

Care needs to be taken with parallel parking areas to avoid their use as echelon parking, unless the available width for movement will not be compromised by such flexibility of use.

Widening of spaces and/or accesses may reduce the depth associated with right angled parking. However, where there is a mixture of right angled and parallel parking, it is important to avoid compromising the use of one with the other. Good design will minimise the risk of ad hoc parking that might compromise designed spaces.

3.5. Commercial Vehicles and Coaches

Commercial vehicles are regarded as those vehicles delivering goods to or removing goods from premises. It is recognised that servicing requirements may be unique to a particular site however, with increasing use of online shopping, trips by commercial vehicles are more frequently made to residential areas. Commercial traffic varies with the type of enterprise within a given use class (e.g. the traffic serving a furniture shop may be very different in frequency and character from that supplying a supermarket).

The developer should analyse their sites own commercial vehicles requirements and should demonstrate that the development adequately provides for commercial vehicles; such as vehicle accommodation, loading, unloading and turning signing and road marking.

It should be noted that if commercial vehicles are to be parked at residential properties then additional planning permission may be required.

Developments likely to generate coach traffic should provide appropriate off-street parking facilities for the stopping, setting down and picking up of passengers and their luggage as well as appropriate turning facilities (avoiding the requirement for coaches to reverse in or out of a site where possible, taking

[11] See Section 8.3.51 of Manual for Streets (Department for Transport, 2007)

into consideration pedestrian safety). The onus will be on the developer to demonstrate that the development has the appropriate level of provision.

4 Residential Parking Design

When planning residential parking, consideration of the type and scale of the development should be taken into account. Layouts should provide safe and secure parking for all vehicle modes and ideally where cars can be seen by owners. Layouts must also accommodate the safe passage of highway users including vulnerable users (e.g. pedestrians, cyclists, mobility vehicles) and emergency, delivery and refuse collection vehicles.

It is necessary to provide adequate parking at people's homes that uses land efficiently. It is recognised that people may wish to own a car to use for longer journeys, despite the emphasis of transport policy to encourage and enable people to switch to more sustainable modes where possible.

Not all parking spaces need to be allocated to individual properties. Unallocated parking provides a common resource for a neighbourhood or development. A combination of both types of parking can be the most appropriate solution and is likely to reflect the size and type of dwellings being proposed.

'Secured By Design' principles require that all parking spaces are overlooked and that an allocated bay can be viewed from a habitable room window of the residents' property. In line with Secured by Design New Home 2014 guidance, where communal car parking areas are necessary they should ideally be within view of the active rooms within these homes. This would address problems with indiscriminate parking and antisocial behaviour.

There is a current moratorium on shared space schemes from government. These schemes will be looked at on a site by site basis with regards to safety. Please refer to section 3.1 of this guidance for further information.

Mansbrook Boulevard, Ipswich: gives the impression of not noticing the cars due to the width of the road and properties also have their own garages and driveways.

4.1. On Plot Parking

Where housing densities are lower, space for car parking can be provided 'on plot', within the curtilage of the dwelling, such as in the form of a garage, car port, parking bay or private drive. Parking or garaging within the private curtilage of the dwelling has the advantage of being accessible, secure and easy to supervise. Given accessibility requirements, preference should be for access from the front of the dwelling/premises.

Tandem parking (one vehicle behind the other, including one within a garage or car port) is acceptable on-plot, within the curtilage of a dwelling but should be avoided in areas which offer general access, e.g. parking courts. The provision of tandem parking reduces the uptake of spaces, often used instead for bin storage in rear parking courts, and their provision encourages on-street parking. Allowance must be made for vehicle manoeuvring, in terms of space and highway safety, if tandem parking is proposed.

Where a minimum of three parking spaces is required, 'triple' tandem parking where three spaces are provided in line regardless of whether in or outside a garage or car port is not acceptable, as it creates regular manoeuvring of cars and greater demand for on-street parking. This layout of parking on a development site in some circumstances may be acceptable on private streets. Particular care must be taken whatever the layout to ensure vehicles do not overhang and cause an obstruction or danger to those using roads, cycleways and footways.

Orwell Quay, Ipswich: landscaped on plot parking

Where an individual dwelling may require more than two spaces these additional spaces may generally be provided as part of unallocated on street parking, providing this is designed-in. With regards to road width and highway safety

Where a dwelling has car parking within its individual plot (or title) boundary, at least one parking space should be capable of enlargement to achieve a minimum width of 3300mm i.e. if a 2500mm wide parking space has a 900mm access path adjacent to, and level with it. Where this does not occur, a parking space should be capable of achieving this 3300mm width by adjacent to soft landscaping, so that this can be re-surfaced and made level with the parking space in the future. The space (or potential wider space) should be at least 5000mm in length.

The entire parking space (whether pre or post widened) should have a firm surface and be level (no gradient exceeding 1:60 and/or no crossfall for drainage exceeding 1:40).

4.1.1. Garage Provision and Size

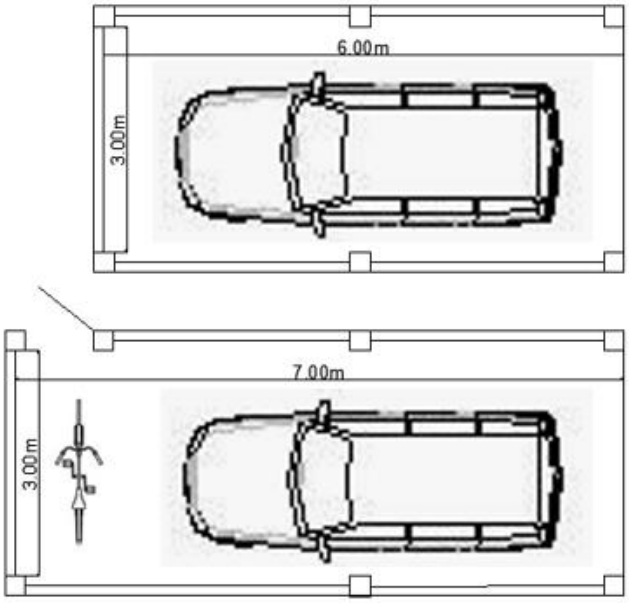
It is recognised that despite being an important design feature of residential developments, garages are being used for other purposes, such as general storage. It is acknowledged that storage space is important, particularly as many properties do not have much storage space within the dwelling itself. Garages, and the door aperture, need to be large enough to accommodate a modern, family sized car and some storage.

Developers are encouraged to provide car ports or cart lodges where this does not make for easy conversion to a room and therefore, they are more likely to be kept as a parking space. A car port or cart lodge inner dimensions should be the same as a garage. Therefore, a minimum of 3m x 6m.
In the past a garage has counted towards a parking space allocation, even if the garage is too small for a car and is used for storage, resulting in increased pressure for on-street parking. For a garage (or car port) to be counted as an

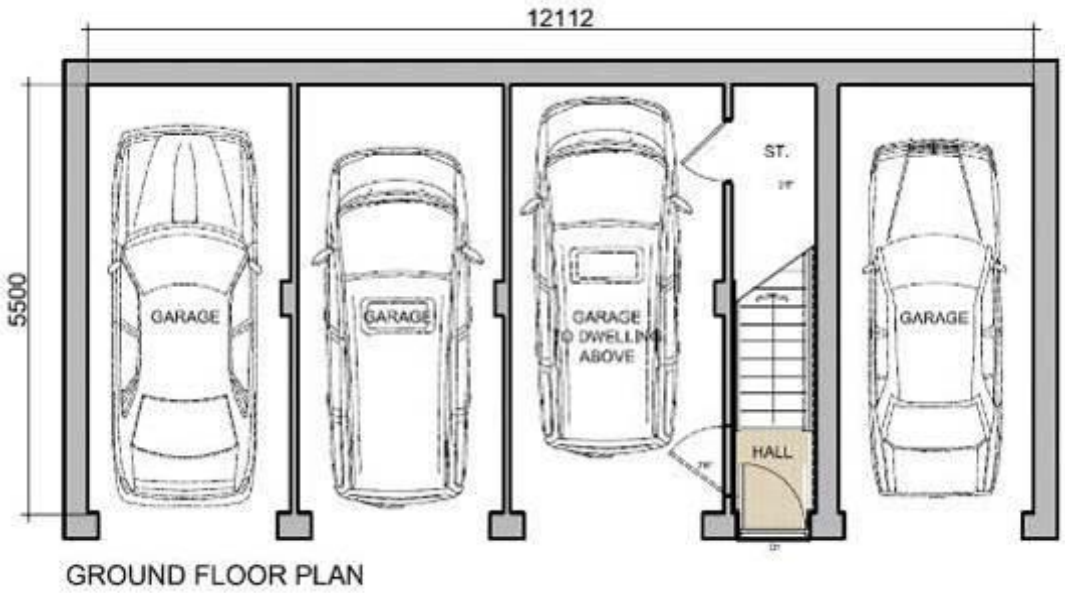
allocated space they must meet the minimum dimension requirement: 7.0m x 3.0m (internal dimension) with clear doorway minimum 2.4m wide.

A reduced dimension may be acceptable for cart lodges subject to site layout (minimum bay 5.5m x 2.9m plus wall width).

Garages of size 7.0m x 3.0m are considered large enough for the average sized family car and cycles, as well as some storage space, and will be considered a parking space. Any smaller and the garage could not be considered a car parking space or count towards the parking space allocation. However, reduced minimum internal garage dimensions of 6.0m x 3.0m (internal dimension) will be deemed to count as a parking space provided that additional fixed enclosed storage of minimum size 3m² is provided.



There should be sufficient person manoeuvring space/ access doors around the parked car to access any stored items, such as cycles. Facilities should be provided for charging electric cars, mobility vehicles and other similar vehicles (where appropriate) and mains power and lighting provided with easy safe access to and from.



Unacceptable plan where one cannot open the car doors

Photo showing car port accessed across the footpath

Photo showing secure car port

4.1.2. Set back of garage and building line

Construction of garages adjacent to the highway with a setback shorter than a car length has lead to widespread abuse by residents who use this area plus the adjacent footway/cycleway/verge to park vehicles perpendicular to the main carriageway. This creates an obstruction of the footway/cycleway which is not acceptable. Whilst this is an enforcement issue in existing situations, it is appropriate to amend the standard so that this does not occur in future.

In order to reduce occurrences in future, the following standard should be adopted. Where garages/gates (all gates to open inwards) and driveways are placed directly adjacent to the highway the setback should be either:

1) No more than 0.5m to allow for the opening of the garage door (or 0m where gates or roller shutter doors are provided) and with the adjacent distance between edge of highway and rear edge of footway being no more than 2m. This gives a maximum distance between garage/gate and running carriageway of 2.5m, thus discouraging inappropriate parking.

Or

2) Garages must be set back a minimum of six metres from the rear edge of footpath or road to allow a car to be parked in front of the doors (and allowing room for opening) without it protruding into the highway. In these circumstances there is no need to restrict the width of the adjacent footway/cycleway/verge as there is less likelihood of abuse.

Cedars Park (Ph 4A), Stowmarket: an example to highlight poor design with regards to cars protruding on the footway.

With a reduced distance between dwelling and carriageway, consideration must be given to safety implications of windows opening onto the carriageway/footway or porch overhang designs. In situations where windows are at street level and there is no set back, windows and doors must not open outwards.

Setbacks are reliant on good design to ensure visibility for/of emerging vehicles.

4.2. On Street Parking

On street parking can be formal or informal according to the overall design concept. Visitor parking and parking for additional vehicles owned by residents must also be taken into account with the parking design.

The best examples of on street parking have three key elements: the way the blocks are arranged, the relationship between the buildings and the street, and the width of the streets themselves.

Junctions and bends restrict the scope for on street parking. The width of the street is critical in maximising parking. In traditional arrangements with segregation of vehicles and pedestrians, carriageway widths of 4.8 or 5.5 metres do not meet residents' preferences for frontage parking on both sides of a road and often result in parking half on the footway and half on the road, causing danger and inconvenience to other users and problems providing bus services.

Kings Warren, Red Lodge (1A): an example to highlight poor design

The photographs demonstrate what happens when there is no provision for on-street parking. It is better if parking is designed in.

Layout designs must demonstrate that street widths are sufficient to accommodate on street parking within the design.

Designing with emergency access in mind will also reduce problems associated with deliveries, removals and refuse collection. Similarly, inclusive access can be undermined when people park on or across footways, and in other places that were primarily designed for non-vehicular movement. Vulnerable street users, in particular often feel unsafe when this occurs. Parking Audits that make use of evidence from successful and unsuccessful schemes will help to reduce the likelihood of problems. Furthermore, they will reduce the possibility of additional maintenance costs (public and, if unadopted, to the residents themselves) arising from damage caused by inappropriate parking.

Orwell Quay, Ipswich: good designated on-street parking through parking bays and on street, spaced and parallel parking with good planting.

Bus routes, especially those that will be introduced after substantial occupation of frontage properties, must be safeguarded by positive design and/or enforceable waiting restrictions. Furthermore, they must be secured ahead of occupation such that residents know about such provision, rather than feeling at liberty to oppose their introduction. For example the bus stops can be put in prior to occupation.

Neighbour disputes are sometimes caused by parking problems, even to the point of violence and legal action. When designing streets that are to be

attractive, safe and friendly, parking will normally have a strong influence on the degree of success.

Residents' perceptions of the safety of their streets and their willingness to let their children own and use cycles are undermined by ad hoc on-street parking. Conversely, developments that exhibit high cycle ownership and use tend to be those without parking problems and fears about safety.

4.2.1. Traditional Streets

Traditional streets incorporating parallel parking may be possible. Parking onto the footway impairs pedestrian passage and is a failure of design. Assuming parallel parking spaces 2m x 6m on both sides, the carriageway should be a minimum of 6.75m wide where the central area (min 2.75m over short sections) only needs to accommodate vehicle movement in one direction. This arrangement may require allocated space to allow vehicles to pass depending on its length, or the street designated one-way. Where two-way movement is required the central area should be a minimum carriageway width of 4.8m, resulting in a minimum carriageway width of 8.8m. Wider central areas will be required where larger vehicles are frequent or on bus routes. Payment of a Commuted Sum for future maintenance will be required for the additional width, if adopted by the Highway Authority.

There should be sufficient breaks in the parking to allow pedestrian crossing points, tree planting or bus stops as required. Kerb heights of 125mm and restricted dropped kerbs discourage footway parking. Wide footways with concrete aprons can accommodate some footway parking without obstruction to pedestrians/ mobility vehicles, or damage to the footway.

4.2.2. On street parking lay-bys

Where the roads widths required to enable traditional street parking cannot be achieved it may be possible to fully integrate into the design, carefully located lay-bys, to minimise road and footway obstruction that might otherwise take place if no on street parking were provided. These should be unrelated in location to neighbouring dwellings so as to remain available for any visitors.

Photo of on street parking in bays

The design of any parking must try and minimise the occurrence of indiscriminate on-street parking as this will not only obstruct the road and footways it will also interfere with sight lines and manoeuvring requirements. It is also important that the requirements of emergency and other service vehicles are catered for together with the needs of the disabled.

Many designs for on-street parking will include the provision of lay-bys or parking bays. Lay-bys to be 2m wide, allowing 6m length per vehicle, with tapered kerbs on entry/ exit. Lay-bys and parking bays will be subject to payment of a Commuted Sum for future maintenance if adopted by the Highway Authority.

A good design that balances parking off the street with on-street parking will be more acceptable.

Bus routes within residential developments will require a minimum clear passage of 6 metres (ideally 6.75 metres) which must be available where on-street parking is proposed. Bus stops should be marked with pole/ flag/ road markings to ensure it is available and buses can pull up parallel to the kerb. Further street design advice is contained in the Manual for Streets.

St Mary's Court, Ipswich: The street is wide enough to have on-street parking and there is a sense of green open space.

4.2.3. Shared Surface

Shared surface roads can offer opportunities for parking to be integrated with the street.

Shared surface design should be appropriate for the location. Shared surfaces can lead to indiscriminate parking in residential developments, blocking of the footway/service strip and the narrowing of the road which hampers access by service and emergency vehicles. Shared surfaces should therefore only be used in appropriate circumstances and at low densities where on plot parking has been provided. On street parking should be discouraged in shared surface streets through good design, but where it is likely to take place the service strips should be paved rather than grassed.

4.2.4. Parking Squares

Squares and other spaces are especially good for parking in the wider context of creating a sense of place.

These are pedestrian/vehicle shared surfaces, often consisting of a junction of routes. A parking square should be directly fronted by buildings and be sited within 20m of the dwelling which they serve and linked to them by a safe and attractive route.

Car parking can be provided in those areas which are not occupied by the carriageway or footway. Parking requirements of the frontage dwellings can be accommodated within the square, with the remaining requirement between or behind the dwellings. The siting of trees and street furniture should be used to informally manage parking.

The parking area of squares will be subject to payment of a Commuted Sum for future maintenance if adopted by the Highway Authority. Private parking areas will not be adopted by the Highway Authority.

4.3. Rear Parking

In the move away from car focussed housing layouts there has been a focus on the use of rear parking courts. However, experience and research demonstrate that this approach has significant flaws. This can lead to inactive frontages, discouraging a sustainable movement hierarchy, and create safety and security problems both on street and within the courtyard.

'Car parking: What Works Where'[12] states:

"*Do not park in the back of the block until on street and frontage parking permutations have been exhausted. Use of the mews or rear court should support on street provision, not replace it*."

Where rear parking is provided as a last resort, the following principles of place making must still be applied.

4.3.1. Parking Courts

Spaces within parking courts are too often not used and are often perceived as dangerous and insecure. Where parking courts are unavoidable, they should be for small groups of dwellings and designed carefully, with connections to adjoining streets and places and be overlooked with direct access to/from the surrounding dwellings and have adequate lighting (dusk to dawn energy efficient lighting to appropriate levels that minimise light pollution).

[12] English Partnerships (2006) Car parking: What works where

- Bollard-type lighting is not usually recommended due to experience with maintenance, vandalism and inefficient performance.
- Boundary fencing should be designed to allow observation from dwellings over the parking spaces.
- They should be located where the demand for parking is and not located in inaccessible areas at the extremity of the development.
- Wheelie bin storage should be accessible and convenient enough to discourage bins being left in parking spaces.
- Should be designed so that the resident's parking space is located on the boundary of the rear garden. In this way residents are more likely to use the parking court, rather than parking in inappropriate locations (e.g. on verges and pavements).
- Walking distance from the parking court to the resident's door should not be more than 100m to encourage the use of the parking court.


Ravenswood, Ipswich: a large parking court, which is well-overlooked with communal bins and bin storage. There is a footpath going past the parking court from where the photo was taken that provides good surveillance. The parking bays are a different material and are numbered.

Courtyards should normally accommodate a maximum of 10 spaces and sufficient space provided for tree and shrub planting to reduce noise disturbance. Designs should avoid leaving areas likely to be used as play areas in the middle of courtyard parking areas in the interests of the safety of those using such spaces and to reduce the likelihood of damage to parked cars. Private parking areas will not be adopted by the Highway Authority.

Photo showing access to rear court (semi-private)

Photo of rear court

4.3.2. Mews Courts

Where rear parking is unavoidable a Mews form can be used to accommodate the vehicles. Car ports and /or garages can be provided under dwellings. Critical to the success of these arrangements is the quality of the amenity for residents, both internal and external.

Photo showing rear court parking which is well overlooked and attractive (trees/lighting/brick walls/good surfacing)

4.3.3. Rear gardens

The option of providing parking in rear gardens will not normally be acceptable due to significant disadvantages related to the comings and goings and maintenance of motor vehicles which may disturb the quiet environment of private gardens.

Where such a provision may occasionally be acceptable it should be provided in addition to specified garden space.

4.4. Underground, Semi- basement and Under-croft Parking

For developments of higher dwelling density, it is unlikely that sufficient space for car parking can be provided by in-curtilage and garage provision (without a detrimental effect on the quality of the development). Underground, semi-basement or under-croft parking should be provided wherever possible, e.g. Coprolite St/ Anchor St, Ipswich.

Locating car parking either under buildings or above or below ground level can significantly improve the quality of a development. Local planning authorities will need to ensure that underground, semi-basement and under-croft parking are safe, secure and retained for parking.

The means of access to below ground level car parking must minimise impact upon the townscape, e.g. ramps of minimal width, accommodating only one car in one direction at any given time, using controls as necessary. A ramp at a gradient 1 in 12, serving a 2 m deep basement would be 24m long and this is likely to require drainage.

Semi-basement parking has advantages over underground parking as natural ventilation may be possible and that, by raising the building levels by half a storey, the residents at the lowest floor have a greater degree of privacy.

Designing under-croft parking requires careful design to ensure the design achieves an active frontage, such as accommodation and other uses facing the street.

Flooding is an important consideration when planning development. Whilst this is a planning issue, in terms of parking guidance, in a flood risk area underground parking is not advised. Garages /driveways below street level are more at risk of flooding. The example at Coprolite Street, Ipswich has flooded several times even though it is only about 300mm lower than the road. A detailed Flood Risk Assessment is required where basements or lowered ground levels are proposed; and for developments in areas shown on surface water flood maps.

If under-croft parking is considered in residential developments to elevate the living area, then sustainable drainage systems (SUDS) and pollutant filters should be designed into parking areas to help address flooding and water quality. Information regarding where vehicles should be moved to and how warning is given in the event of a flood emergency should also be considered.

Design water levels in SUDS would need to be below floor level, taken to mean below the basement floor level. SUDS would therefore need to be very deep and therefore very large if they are open with gentle sloping sides.

The impact of new car parking below ground level on sites of archaeological interest, including scheduled monuments, must be taken into account.

4.5. Visitor Parking

Allowance should be made for visitor car and cycle parking. Generally, unallocated parking, including on-street provision, will be the best way to cater for visitor parking. A 0.25 space per dwelling allowance should be made of visitor parking. A lower value may be acceptable where a significant proportion of the total parking stock for an area is unallocated; or in locations such as town centres with good accessibility by non-car modes and where on street parking is controlled. Generally unallocated visitor parking should be provided, where possible, in a clearly separate group to avoid the potential for residents ‘adopting’ spaces near to their properties.

Draymans Way, Ipswich: An example of landscaping
that gives good consideration to visitor parking.

4.6. Position and Lighting

Car parking areas should always be located in such positions that would encourage their use and have a positive impact on the streetscape. They should be designed with adequate lighting and other features, so that people feel comfortable using them, especially after dark. Position and types of lighting should be appropriate for the setting and context of the development proposal.

5. Parking Guidance in Urban Areas

In urban areas such as the centre of major towns where:

- housing density is high
- there is good provision of public transport
- local services such as shops, healthcare and education are nearby
- there are high quality facilities for walking and cycling
- on-street parking is generally restricted by legal orders

relaxation of the parking standards in this guidance may, with the agreement of the Highway and Planning Authorities be acceptable. Such developments must be designed to provide exceptional standards of sustainable transport.

Where there is a need to regulate parking, this should be done by making Traffic Regulation Orders (TROs) and signing and marking in accordance with the Traffic Signs Regulations and General Directions. It must be remembered that the successful outcome of a TRO cannot be guaranteed and early involvement of the Highway Authority is essential.

Where roads are put forward for adoption as public highway subject to the payment by the developer of a deposit to meet the costs of introducing parking controls based on the assumption that all parking will be prohibited other than in specifically designed and designated parking places.

6. Site Assessment

Early engagement and pre-application discussions with the local planning authority and the Highway Authority are encouraged. A car parking activity survey may be required to determine the requirements for an expanding existing site; or required as a condition as part of car park management. Parking Audits that make use of evidence from successful and unsuccessful schemes will help to reduce the likelihood of problems.

Sites should be laid out efficiently so that they function well on all levels and proposals should create new spaces that are safe, accessible, usable and attractive. The objective is to integrate car parking into new development without undermining the quality of buildings and spaces. Get the parking right for the circumstance of the area.

New highways are part of the public realm. Technical adoption requirements can be accommodated without undermining the quality of the public realm as a whole.

The location of the development will influence how parking is provided and the appropriate guidance, detailed in Section 7, will be applied to each development proposal.

Highway design must be viewed as part of the public realm. Guidance should be applied to achieve attractive, comfortable and functional places.

A location near to other attractors such as employment or commercial areas may lead to residential areas being used as overflow car parks to the adjoining uses. Consideration may need to be given to some form of parking control during working hours to discourage inappropriate parking.

For sites where peak demand for parking spaces may exceed availability, mitigation will be required, for example: parking information signs and systems; provision of stack back facilities to avoid unacceptable queuing onto a major route.

6.1. Checklist for designers

- Do the designers understand current guidance on residential parking, and is there any apparent conflict between local and national guidance?
- Are there local parking policies for which the proposal must have regard? If not, are such policies in the course of preparation?
- If on-street controls are needed, are all necessary mechanisms for introducing these understood and funding agreed?
- Does the design have regard for expected levels of ownership, taking account of location, tenure, size and type of accommodation?

- Does the developer intend to establish a Car Club?
- Is the layout design-led in relation to parking provision, including on-street parking where appropriate?
- Should growth be considered, and are there regeneration influences to be taken account of?
- Has non-allocation of parking been considered?
- If garages are included, are they likely to be used to an extent that will contribute to the overall accommodation of expected levels of ownership?
- Can parking spaces be viewed from properties?
- Have the likely effects of parking on street safety, fear of crime, personal security, and the potential for vehicle damage been considered?
- What allowance has been made for visitor parking, and are the habits of visitors understood?
- Are there any 'risks' associated with the layout, such as indiscriminate parking, commercial vehicle parking and hindrance to emergency service access?
- Does the design have regard for the needs of people with disabilities or other mobility issues?
- What is the impact of new parking on historic townscapes and landscapes, including listed buildings, conservation areas and registered parks and gardens, as well as sites of archaeological interest, including scheduled monuments?
- What is the impact of new parking on the landscape and the natural environment?
- What is the impact of surface water run off on water quality and, if negative, have appropriate solutions been proposed?
- Would you be happy to live with the amount and design of the parking shown?

7. **Parking Guidance for Use Classes**

The number of parking spaces for any given development is related to gross floor area (gfa), unless otherwise stated. Thus, for a development that has a gross floor space of 450m2 and where the car-parking standard is 1 space per 20m2 gfa, the calculation gives a nominal provision of 22.5 spaces (450/20). This figure would be rounded up for car parking to the nearest whole number, to give a provision of 23 spaces. The calculation for disabled parking spaces would also be rounded up for car parking to the nearest whole number.

Where there is a mixed-use development which operates at different times of the day then a trade-off between the parking requirements may be made to enable a more efficient use of space e.g. shops open during the day and a theatre that is open during the evenings. This judgement will be made on a case by case basis subject to the offer of goods proposed and the on-going management arrangements.

More or less parking than the guidance would indicate may still be justifiable and acceptable where other material considerations such as the needs to maintain an active ground floor frontage, conservation area considerations, the availability of alternative parking facilities/ other viable modes of transport, design issues including the physical constraints of a site, proposed travel plan measures and target consumers.

Advisory requirement guidance are defined as the recommended amount of parking spaces considered to be acceptable. Advisory minimum guidance is defined as the recommended lowest level of acceptable spaces i.e. this figure or more will be required.

Where mixed use classes are applied for in the planning stage each area will be calculated for its area. When the areas, or end user are not defined, the worst-case scenario will be assumed and calculated.

Parking Guidance for Use Class A1: Shops

Shops, Retail Warehouses, Hairdressers, Undertakers, Travel and Ticket Agencies, Post Offices, Pet Shops, Sandwich Bars, Showrooms, Domestic Hire Shops, Dry Cleaners, Funeral Directors and Internet Cafes.

Standard:

Use	**Vehicle**	**Cycle**	**PTW**	**Disabled**
	Requirement	**Minimum**	**Minimum**	**Minimum**
A1 (Food stores) < 1000m^2 gfa	1 space per 16 m^2	2 spaces per 200 m^2	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 bays** = 4 bays plus 4% of total capacity
A1 (Food stores) over 1000m^2 gfa	1 space per 14 m^2			
A1 (excluding food stores)	1 space per 20 m^2			

Informative notes:
Destination car parking guidance is identified as advised figures i.e. the amount that that the Highway Authority would expect. Any Highway Authority approval of a reduction or increase would be subject to site conditions. A lower provision may be appropriate in town centre locations where there is good access to alternative forms of transport and existing car parking facilities.

Powered two wheeler and disabled space calculations should be based on the original space requirement prior to any agreed reduction in car parking spaces.

Parking guidance for large, standalone developments, such as large department stores and shopping centres will be considered on a case by case basis and should be agreed with the relevant local planning and highway authorities.

In all cases adequate provision should be made for the parking and turning of service vehicles of at least 16.5m, serving the site, off the highway. Room for one 16.5m lorry per 1000m^2 gfa or part thereof- assessment needed.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Cycle parking provision should be secure, overlooked, covered and lit where appropriate to improve security and encourage use by staff and visitors. Advised standards for cycle parking are described as “spaces”.

Parking Guidance for Use Class A2:
Financial and Professional Services

Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices.

Standard:

Use	Vehicle Requirement	Cycle Minimum	PTW Minimum	Disabled Minimum
A2	1 space per 20 m^2	2 spaces per 300 m^2	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater, **Over 200 bays** = 6 bays plus 2% of total capacity

Informative notes:

Destination car parking guidance is identified as advised figures i.e. the amount that that the Highway Authority would expect. Any Highway Authority approval of a reduction or increase would be subject to site conditions. A lower provision may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

Powered two-wheeler and disabled space calculations should be based on the original space requirement prior to any agreed reduction in car parking spaces.

In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Cycle parking provision should be secure, overlooked, covered and lit where appropriate to improve security and encourage use by staff and visitors. Standards for cycle parking are described as “spaces”.

Parking Guidance for Use Class A3:
Restaurants and Cafes

For the sale of food and drink for consumption on the premises - Restaurant, Snack Bars and Cafes.

Standard:

Use	**Vehicle**	**Cycle**	**PTW**	**Disabled**
	Requirement	**Minimum**	**Minimum**	**Minimum**
A3 (excluding Transport Cafes)	1 space per 5 m^2 of public floor area	2 spaces per 100 m^2	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 bays** = 4 bays plus 4% of total Capacity
A3 (Transport Cafes)	1 HGV space per 2 m^2	1 space per 200 m^2		

Informative notes:

Destination car parking guidance is identified as advised figures i.e. the amount that that the Highway Authority would expect. Any Highway Authority approval of a reduction or increase would be subject to site conditions. A lower provision may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

Powered two-wheeler and disabled space calculations should be based on the original space requirement prior to any agreed reduction in car parking spaces.

In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Cycle parking provision should be secure, overlooked, covered and lit where appropriate to improve security and encourage use by staff and visitors. Standards for cycle parking are described as “spaces”.

Parking Guidance for Use Class A4:
Drinking Establishments

Public Houses, Wine Bars, or other drinking establishments (but not Nightclubs).

Standard:

Use	Vehicle Requirement	Cycle Minimum	PTW Minimum	Disabled Minimum
A4	1 space per 5 m^2 of public floor area	2 spaces per 50 m^2	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 bays** = 4 bays plus 4% of total Capacity

Informative notes:

Destination car parking guidance is identified as advised figures i.e. the amount that that the Highway Authority would expect. Any Highway Authority approval of a reduction or increase would be subject to site conditions. A lower provision may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

Powered two-wheeler and disabled space calculations should be based on the original space requirement prior to any agreed reduction in car parking spaces.

In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Cycle parking provision should be secure, overlooked, covered and lit where appropriate to improve security and encourage use by staff and visitors. Standards for cycle parking are described as “spaces”.

Parking Guidance for Use Class A5:
Hot Food Takeaways

For the sale of hot food for consumption off the premises.

Standard:

Use	Vehicle Requirement	Cycle Minimum	PTW Minimum	Disabled Minimum
A5	1 space per 3 m^2 public area; plus Employees 1 space per 4 normally present	2 spaces per 50 m^2	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 bays** = 4 bays plus 4% of total Capacity

Informative notes:

Destination car parking guidance is identified as advised figures i.e. the amount that that the Highway Authority would expect. Any Highway Authority approval of a reduction or increase would be subject to site conditions. A lower provision may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

Powered two-wheeler and disabled space calculations should be based on the original space requirement prior to any agreed reduction in car parking spaces.

For drive-through restaurants adequate assessment of queue length must be assessed and mitigated in the Transport Statement or Assessment.

In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Cycle parking provision should be secure, overlooked, covered and lit where appropriate to improve security and encourage use by staff and visitors. Standards for cycle parking are described as “spaces”.

Parking Guidance for Use Class B1: Business

Offices (other than those that fall within A2), Research and development of products and processes, Light Industry appropriate in a residential area.

Standard:

Use	Vehicle Requirement	Cycle Minimum	PTW Minimum	Disabled Minimum
B1	1 space per 30 m^2	2 spaces per 200 m^2	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater, **Over 200 bays** = 6 bays plus 2% of total Capacity

Informative notes:

Destination car parking guidance is identified as advised figures i.e. the amount that that the Highway Authority would expect. Any Highway Authority approval of a reduction or increase would be subject to site conditions. A lower provision may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

Powered two-wheeler and disabled space calculations should be based on the original space requirement prior to any agreed reduction in car parking spaces.

In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. Consideration should be given to the requirement for any overnight parking and facilities.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Cycle parking provision should be secure, overlooked, covered and lit where appropriate to improve security and encourage use by staff and visitors. Standards for cycle parking are described as “spaces”.

Parking Guidance for Use Class B2:

General Industrial - Industrial process other than that falling within Class B1

Standard:

Use	Vehicle Requirement	Cycle Minimum	PTW Minimum	Disabled Minimum
B2	1 space per 30 m^2	2 spaces per 300 m^2	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater, **Over 200 bays** = 6 bays plus 2% of total Capacity
B2 Tyre and Exhaust drive in Service and Motor Vehicle Repair	3 spaces per service bay excluding the bay plus staff parking	2 spaces per 300 m^2	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater, **Over 200 bays** = 6 bays plus 2% of total Capacity

Informative notes:

Destination car parking guidance is identified as advised figures i.e. the amount that that the Highway Authority would expect. Any Highway Authority approval of a reduction or increase would be subject to site conditions. A lower provision may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

Powered two-wheeler and disabled space calculations should be based on the original space requirement prior to any agreed reduction in car parking spaces.

In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. Consideration should be given to the requirement for any overnight parking and facilities.

If a site office is included in the development, then a B1 parking standard should be applied for that area.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Cycle parking provision should be secure, overlooked, covered and lit where appropriate to improve security and encourage use by staff and visitors. Standards for cycle parking are described as “spaces”.

Parking Guidance for Use Class B8:
Storage and Distribution

Including open air storage.

Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Requirement	**Minimum**	**Minimum**	**Minimum**
B8	1 space per 150 m^2	2 spaces per 400 m^2	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater, **Over 200 bays** = 6 bays plus 2% of total Capacity
B8 with retail element	1 space per 150 m^2 + 1 space per 20 m^2 retail area for customer parking			

Informative notes:

Destination car parking guidance is identified as advised figures i.e. the amount that that the Highway Authority would expect. Any Highway Authority approval of a reduction or increase would be subject to site conditions. A lower provision may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

Powered two-wheeler and disabled space calculations should be based on the original space requirement prior to any agreed reduction in car parking spaces.

HGV parking provision should be based on operational requirements.

In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. Consideration should be given to the requirement for any overnight parking and facilities.

It is acknowledged that there is an increasing trend for B8 developments with a retail element where there is the option for customers to visit a counter at the premises and make purchases, for developments such as this, additional customer parking should be allocated, equivalent to the A1 standard for the floor space that has public access.

If a site office is included in the development, then a B1 parking standard should be applied for that area.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Cycle parking provision should be secure, overlooked, covered and lit where appropriate to improve security and encourage use by staff and visitors. Standards for cycle parking are described as “spaces”.

Parking Guidance for Use Class C1: Hotels

Hotels, Boarding or Guest House where no significant element if care is provided (excludes hostels).

Standard:

Use	Vehicle Requirement	Cycle Minimum	PTW Minimum	Disabled Minimum
C1 Hotel	1 space per bedroom plus 1 space per full time equivalent	2 spaces per 5 staff plus 1 space per 20 bedrooms	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 bays** = 4 bays plus 4% of total Capacity
Guest and Boarding houses	1 space per letting bedroom plus 2 spaces for the proprietor			

Informative notes:
Destination car parking guidance is identified as advised figures i.e. the amount that that the Highway Authority would expect. Any Highway Authority approval of a reduction or increase would be subject to site conditions. A lower provision may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

Powered two-wheeler and disabled space calculations should be based on the original space requirement prior to any agreed reduction in car parking spaces.

The modern-day hotel is seldom used solely as a hotel and often offers multifunctional amenities such as conference facilities, restaurants and gyms. These multifunctional uses must be considered per individual class use and adequate parking allocated to encompass all uses when considering the potential for cross-visitation.

Adequate turning and loading facilities will be required including room for one lorry/coach space per 100 bedrooms.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Cycle parking provision should be secure, overlooked, covered and lit where appropriate to improve security and encourage use by staff and visitors. Standards for cycle parking are described as “spaces”.

Parking Guidance for Use Class C2:
Residential Institutions

Residential Care Homes, Hospitals, Nursing Homes, Boarding Schools, Residential College and Training Centres

Standard:

Use	**Vehicle Requirement**	**Cycle Minimum**	**PTW Minimum**	**Disabled Minimum**
Residential care home	1 space per full time equivalent staff + 1 visitor space per 3 beds	2 spaces per 5 staff	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirement
Hospital	1 space per 4 staff members + 1 space per bed Additional spaces will be required when an outpatient department provided	2 spaces per 4 staff + 1 space per 10 beds		
Treatment Centres (e.g. ISTC* with over night facilities)	1 space per 4 staff members + 1 space per bed	2 spaces per 4 staff + 1 space per 10 beds		
Residential Education Establishments – Primary/ Secondary	1 space per full time equivalent staff + 1 space per 10 students	2 spaces per 5 staff + 1 space per 3 Students		1 bay or 5% of total capacity, whichever is greater
Residential Education Establishments – Further/ Higher	1 space per full time equivalent staff + 1 space per 5 students	2 spaces per 5 staff + 1 space per 3 students		

*** Independent Sector Treatment Centre**

Informative notes:

Destination car parking guidance is identified as advised figures i.e. the amount that that the Highway Authority would expect. Any Highway Authority approval of a reduction or increase would be subject to site conditions.

Powered two-wheeler and disabled space calculations should be based on the original space requirement prior to any agreed reduction in car parking spaces.

Parking Guidance for retirement developments that are warden assisted yet provide independent living should fall under Class C3.

Hospital parking
With regard to parking, it should be acknowledged that particular needs of hospitals arising from their 24 hour service (which impacts on accessibility for patients and visitors and on staff working patterns) should be taken into account and parking provision provided accordingly.

The impact of parking on the surrounding area should be considered and if necessary, provide appropriate traffic management measures (e.g. resident parking scheme) to prevent parking problems on neighbouring streets by people travelling to the hospital site. Travel plans for staff, patients and visitors play an important role in traffic reduction and especially encourage modal shift for staff. Parking occupancy surveys on nearby streets on on-site may be necessary to demonstrate adequacy of parking provision proposed.

Retirement/Warden Controlled Developments
Many residents are car owners and parking should be provided for each unit unless there is the evidence base to support a reduction in the standard.
Continued/Extra Care Homes
A blend of sheltered and care homes should be assessed on a case-by-case basis, as residents may own vehicles or mobility aids which require more parking spaces and storage areas.

Consideration should be given to safe storage and charging point locations for mobility vehicles when designing Retirement/Warden Controlled Developments.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Cycle parking provision should be secure, overlooked, covered and lit where appropriate to improve security and encourage use by staff and visitors. Standards for cycle parking are described as “spaces”.

Parking Guidance for Use Class C2A:
Secure Residential Institution

Use for provision of secure residential accommodation, including use as a Prison, Young Offenders Institution, Detention Centre, Secure Training Centre, Custody Centre, Short Term Holding Centre, Secure Hospital, Secure Local Authority Accommodation or use as Military Barracks.

Standard:

Use	**Vehicle Requirement**	**Cycle Minimum**	**PTW Minimum**	**Disabled Minimum**
C2A	1 space per full time equivalent staff, Visitor – individual merit	2 spaces per 5 full time equivalent staff, Visitor – individual merit	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater, **Over 200 bays** = 6 bays plus 4% of total Capacity

Informative notes:

Destination car parking guidance is identified as advised figures i.e. the amount that that the Highway Authority would expect. Any Highway Authority approval of a reduction or increase would be subject to site conditions.

Powered two-wheeler and disabled space calculations should be based on the original space requirement prior to any agreed reduction in car parking spaces.

Class C2A includes a variety of uses which will demand a varying need for parking. Standards should be used as a guide but there must be flexibility and applications should be looked at on a case by case basis.

Visitor parking requirements will vary between institutions and should be dealt with on an individual application basis.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Cycle parking provision should be secure, overlooked, covered and lit where appropriate to improve security and encourage use by staff and visitors. Standards for cycle parking are described as “spaces”.

Parking Guidance for Use Classes C3 and C4:
Dwelling houses and houses in multiple occupation

Family houses, or house occupied by up to six residents living together as a single household, or Houses in Multiple Occupation (HMO)[13], including a household where care is provided for residents.

Trip Origin
Dwellings are predominantly travel origins as opposed to destinations. Previously parking standards have attempted to reduce car use by restricting parking spaces at origin and destinations. It is now recognised that providing a reduced number of parking spaces at a travel origin does not effectively discourage people from owning a car unless heavily restricted and alternative modes are available. Therefore, parking guidance for origins should be used as a minimum advisory standard.

Standard:
Flats and Houses are to be treated the same.

Use	**Vehicle**	**Cycle**	**PTW**	**Disabled**
	Minimum*	**Minimum**	**Minimum**	**Minimum**
1 bedroom	1 space per dwelling	2 secure covered spaces per dwelling. (Satisfied if garage or secure area is provided within curtilage of dwelling to minimum dimensions)	N/A	N/A if parking is in curtilage of dwelling, otherwise as Visitor/ unallocated
2 bedrooms	2 spaces per Dwelling**			
3 bedrooms	2 spaces per dwelling			
4+ bedrooms	3 spaces per dwelling			
Retirement developments (e.g. warden assisted independent living accommodation)	1 space per dwelling	2 spaces per 8 units (visitors)	2 PTW spaces and 1 space per 2 dwellings for mobility scooters	
Visitor/ unallocated	0.25 spaces per dwelling (unallocated)	If no garage or secure area is	1 space + 1 per 20 car spaces (for 1st 100 car	

[13] Houses in multiple occupation (Class C4) are defined in The Town and Country Planning (Use Classes) Order 1987 (as amended) as 'small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom'.

		provided within curtilage of dwelling then 2 covered and secure spaces per dwelling in a communal area for residents plus 2 spaces^ per 8 dwellings for visitors	spaces), then 1 space per 30 car spaces (over 100 car spaces).	

Informative notes:
*Standards exclude garages under 6m x 3m (internal dimension) as a parking space but can include under croft parking and car ports providing, they have no other current or potential use.

**Reduction in this figure may be considered with robust and degreed highway mitigation

^

Mobility vehicle spaces should be secure and covered with charging facilities.

Visitor/unallocated vehicle parking can, subject to appropriate design, be located on street.

Unallocated cycle parking for residents to be secure and covered, located in easily accessible locations throughout the development.

These guidelines will be applied to all development (including infill developments, extension applications and change of use).

Where grouped, unassigned parking is proposed, more flexible and efficient use of the parking may be achieved than with allocated parking. Subject to discussion with the Highway Authority this may potentially reduce the nominal on-street parking provision standards required by up to 25%.

Where an individual dwelling may require more than two spaces these additional spaces may be provided as part of unallocated on street parking, providing this is designed in.

An allowance will be required for visitor cycle and car parking, refer para 3.2 and 4.5.

Car clubs should be promoted in low provision/car free residential developments and car club spaces provided. Electric vehicle charging infrastructure should also be provided in new developments.
Research was undertaken to derive the residential parking guidance for Suffolk. The research included a questionnaire survey to approximately 9000 dwellings. The results of the survey and the 2001 and 2011 Census data for Suffolk car ownership can be found in Appendix 1.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Reductions to the minimum parking guidance

This advisory residential parking guidance is the minimum required; however a range of factors will be taken into account. For main urban areas a reduction to the parking guidance may be considered where a proposal has been designed to be exceptionally sustainable in transport terms and which effectively promotes an overall reduction in the use of high emission vehicles and avoids the provision of car parking adjacent or close to dwellings within the main layout.

Main urban areas are defined as those having frequent and extensive opportunities for public transport and cycling and walking links; close proximity to local services (including accessing education, healthcare, food shopping and employment); and on street parking controls at all times e.g. double yellow lines. Where there is evidence that these factors are in place, local planning authorities may, after consultation with the Highway Authority, bring forward local parking policies to limit the scale of parking in specific areas.

When making their recommendation to local planning authorities considering reduced parking proposals for residential development, the Highway Authority must be:

- able to recommend a condition for suitable cycle storage and secure parking facilities;
- satisfied that servicing vehicles would be able to operate efficiently i.e. not restricted by loading restrictions or road layout;
- able to determine how highly sustainable the location is in terms of proximity to services, shops etc. and public transport (high frequency and wide ranging) and suitable cycling and walking routes;
- made aware of the likelihood of a viable Car Club (the provision of a car club would need to be secured through a Planning Obligation on Condition);
- able to determine the possible impact that a single application may have in setting a precedent in an area;
- satisfied by the availability of visitor parking (off street public car parks may be acceptable for visitor use); and

- satisfied that the likely impact of additional road parking in the vicinity would not cause inconsiderate and unsafe obstructions to the surrounding road or footpath network or add pressure onto an already densely utilised parking network.

If all the above criteria are satisfied on a site by site basis then the Highways Authority would be more likely to approve of reduced parking proposals.

However, it is not possible to make the assumption that occupiers will be car free; although it may be possible to accept this to some degree where the units are single bed. Furthermore, if the neighbouring streets are controlled by Residents Parking then any new development is prohibited from joining the scheme.

The presumption that occupiers are required to use off road public car parks for parking of their vehicles is not generally supported. The Highways Authority will only consider any identified use of off-road public car parks as a means of resident parking in exceptionally sustainable developments that are located in main urban areas (as defined above). In such cases, the Highway Authority must first be satisfied that the car park/s in question are viable long-term parking options for affected residents and that the development has been designed to be extremely sustainable in transport terms.

To summarise, the key questions the Highways Authority will seek to address when considering proposals for reduced parking are:

- Where might residents park?
- What real harm would these vehicles cause?
- Are the roads heavily regulated in terms of prohibition of parking?
- Are the streets already under significant pressure?

Parking Guidance for Use Class D1:
Non-residential Institutions

Clinics, Health Centres, Crèches, Day Nurseries, Day Centres, Schools, Art Galleries, Museums, Libraries, Halls, Places of Worship, Church Halls, Law Courts. Non-Residential Education and Training Centres.

Standard:

Use	**Vehicle Requirement**	**Cycle Minimum**	**PTW Minimum**	**Disabled Minimum**
Medical centres*	1 space per full time equivalent staff, + 4 per consulting room	2 spaces per 4 staff + 2 spaces for every two consulting rooms	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements
Crèche, Child care	1 space per full time equivalent staff + drop off/pick up facilities	2 spaces per 4 staff plus 2 spaces per 10 child places		1 bay or 5% of total capacity, whichever is greater
Day Care Centre	1 space per full time equivalent staff + drop off/pick up facilities	2 spaces per 4 staff		
Special Schools	Teaching staff: 2 spaces per 3 pupils plus Visitors: 1 space per 20 pupils **Drop off / pick up facility for mini bus and*	2 spaces per 4 staff		

	taxi within site			
Pre schools	Teaching staff: 1 space per 4 pupils (in a session) plus Visitors: 1 space per 20 pupils (in a session) * N/A if on shared site with school *Drop off / pick up facility*	2 spaces per 5 staff		
Nursery	Teaching staff: 1 space per 4 pupils (in a session) plus Visitors: 1 space per 20 pupils (in a session) *N/A if on shared site with school *Drop off / pick up facility*	2 spaces per 5 staff		
Children's Centre	Teaching staff: Refer to nursery / preschools if applicable Office staff: Refer to Medical Centres where consulting rooms provided Otherwise 1/ full time staff *Drop off / pick up facility for visitors*	2 spaces per 5 staff		
Education – primary/ secondary	Teaching staff: 1 space per 15 pupils plus Visitors: 1	2 spaces per 5 staff plus 2 spaces per 3 pupils		

	space per 20 pupils	Also consider scooter parking		
Education – further/ higher	1 space per 15 students for staff + 1 space per 15 students for student parking	2 spaces per 5 staff plus 2 spaces per 3 students		
Art Galleries, Museums, Public/ exhibition hall	1 space per 25 sqm	2 spaces per 4 staff plus visitor parking (individual merits)		**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 bays** = 4 bays plus 4% of total Capacity
Places of Worship	1 space per 10 sqm of public floor area	2 spaces per 100m2 of public floor area	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	
Libraries	1 space per 40 sqm of public floor area	2 spaces per 40m2 of public floor area		

Informative notes:

Destination car parking guidance is identified as advised figures i.e. the amount that that the Highway Authority would expect. Any Highway Authority approval of a reduction or increase would be subject to site conditions. A lower vehicle provision may be appropriate for educational establishments in an urban location where there is good access to alternative forms of transport and routes to allow safe sustainable travel.

Powered two-wheeler and disabled space calculations should be based on the original space requirement prior to any agreed reduction in car parking spaces.

*The car parking space allowance for medical centres is an indicative figure rather than a maximum and is to be calculated on a case by case basis taking into account local accessibility issues. Pre-application engagement with the Highway Authority is strongly recommended.

The relationship between a school and the residential area is important and falls within the operational requirements of the school. Schools should represent the heart of the community and community facilities should be considered within the school site.

Where a crèche is located at a school, the parking standards for a crèche is added to the schools requirement.

Special schools can be varied in their requirements and should be looked at on their own merits. Parking/drop off arrangements must be taken into consideration as generally extra staff are required and most pupils/ students arrive by taxi or car.

Schools should not provide parent parking as this is contrary to Travel Plan objectives.

Special parking/drop off arrangements may be taken into consideration only if a ‘drop and go’ facility is established for collection/escort of pupils.

Coach parking and facilities must be considered for all D1 uses.

The impact of parking on the surrounding area should be considered and if necessary, provide appropriate traffic management measures (e.g. resident parking scheme) to prevent illicit parking on neighbouring streets by people travelling to the site. Travel plans for staff and visitors play an important role in traffic reduction and especially encourage modal shift for staff.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Cycle parking provision should be secure, overlooked, covered and lit where appropriate to improve security and encourage use by staff and visitors. Standards for cycle parking are described as “spaces”.

Parking Guidance for Use Class D2:
Assembly and Leisure

Cinemas, Music and Concert halls, Bingo and Dance Halls (but not Nightclubs), Swimming Baths, Skating Rinks, Gymnasiums or Sports Arenas (except Motor Sports, or where firearms are used).

Standard:

Use	**Vehicle Requirement**	**Cycle Minimum**	**PTW Minimum**	**Disabled Minimum**
Cinema	1 space per 5 seats	20 spaces plus 1 space per 10 vehicle space	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 bays** = 4 bays plus 4% of total Capacity
D2 – other uses	1 space per 20 sqm	20 spaces plus 1 space per 10 vehicle space		
Team sports (outdoor sports pitches)	20 spaces per pitch plus 1 space per 10 spectator seats	20 spaces plus 1 space per 10 vehicle space		
Swimming Pools, Gyms, Sports Halls	1 space per 10 sqm of public area	20 spaces plus 1 space per 10 vehicle space		
Golf Clubs	3 spaces per hole	20 spaces		
Other Sports facilities	Individual merit	Individual merit		

Informative notes:

Destination car parking guidance is identified as advised figures i.e. the amount that that the Highway Authority would expect. Any Highway Authority approval of a reduction or increase would be subject to site conditions. A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

Powered two-wheeler and disabled space calculations should be based on the original space requirement prior to any agreed reduction in car parking spaces.

Coach parking and facilities must be considered for all D2 uses.

Multifunctional uses must be considered per individual class use and adequate parking allocated to encompass all uses, when assessing the parking requirements of a development, taking into account cross visitation.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Cycle parking provision should be secure, overlooked, covered and lit where appropriate to improve security and encourage use by staff and visitors. Standards for cycle parking are described as “spaces”.

Parking Guidance for Use Class: Other
Sui Generis Uses:

Theatres, large Houses in Multiple Occupation (HMOs) (those with more than 6 people sharing), Hostels providing no significant element of care, scrap yards. Petrol Filling Stations and Shops selling and/or displaying motor vehicles. Retail Warehouse Clubs, Nightclubs, Launderettes, Taxi Businesses, Amusements Centres, Casinos.

Standard:

Use	**Vehicle Requirement**	**Cycle Minimum**	**PTW Minimum**	**Disabled Minimum**
Bus Stations	None unless justified	10 spaces per bus bay	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 bays** = 4 bays plus 4% of total Capacity
Bus Stops (Key)	N/A	8 spaces per stop	Individual merit	N/A
Caravan Parks	1 space per pitch + 1 space per full time staff equivalent	2 spaces per 5 pitches	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 bays** = 4 bays plus 4% of total capacity
Public Car Park (inc. Park and Ride sites)	Individual merit	2 spaces per 10 parking spaces		
Cash & Carry/ Retail warehouse clubs	1 space per 30sqm	2 spaces per 4 staff		
Conference Facilities (see informative notes)	1 space per 5 seats (sustainable locations)	2 spaces per 4 staff plus 2 spaces per 20 seats		**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater, **Over 200 bays** = 6 bays plus 2% of total capacity

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	**Minimum**	**Minimum**	**Minimum**
Garden Centres (see informative note)	1 space per 40sqm (retail area covered and uncovered)	2 spaces per 4 staff plus customer parking on individual merits	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 bays** = 4 bays plus 4% of total Capacity
Hostel	1 space per full time staff equivalent	Individual merit		
Marina	1 space per 2 mooring berths	Individual merit		
Motor Vehicle Service Centres	1 space per full time staff equivalent plus 1 space per 35sqm	2 spaces per 4 staff		**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater, **Over 200 bays** = 6 bays plus 2% of total Capacity
Motor Vehicle Showrooms (see informative notes)	1 space per 45sqm show area	2 spaces per 4 staff plus customer spaces		
Nightclubs	1 space per 50sqm	2 spaces per 4 staff		**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 bays** = 4 bays plus 4% of total Capacity
Petrol Filling Station (see informative notes)	1 space per 20sqm retail space	2 spaces per 4 staff plus customer spaces on individual merit		
Rail Stations	Individual merit	40 spaces per peak period service (minor stations) 80 spaces per peak period Service (key stations)		

Use	Vehicle Requirement	Cycle Minimum	PTW Minimum	Disabled Minimum
Recycling Centre/Civic Amenity Site (see informative notes)	1 space per full time staff equivalent + drop off/waiting facilities for the users of the site	2 spaces per 4 staff plus customer spaces on individual merit	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater, **Over 200 bays** = 6 bays plus 2% of total Capacity
Stadia (see informative notes)	1 space per 15 spectators	20 spaces plus 10% of vehicle parking provision		**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 bays** = 4 bays plus 4% of total Capacity
Taxi/Minicab Hire	1 space per full time equivalent Staff member permanently deployed at registered base site + one space per 5 registered vehicles	2 spaces per 4 staff		**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater, **Over 200 bays** = 6 bays plus 2% of total Capacity
Theatres (see informative notes)	1 space per 5 seats	2 spaces per 20 seats		**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 bays** = 4 bays plus 4% of total Capacity

Use	Vehicle Requirement	Cycle Minimum	PTW Minimum	Disabled Minimum
Vehicle rental/hire (see informative notes)	1 space per full time equivalent Staff member permanently deployed at registered base site + an allowance of visitor parking	2 spaces per 4 staff plus customer spaces on individual merit	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater, **Over 200 bays** = 6 bays plus 2% of total Capacity

Informative notes:

Destination car parking guidance is identified as advised figures i.e. the amount that that the Highway Authority would expect. Any Highway Authority approval of a reduction or increase would be subject to site conditions. A lower provision may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

Powered two-wheeler and disabled space calculations should be based on the original space requirement prior to any agreed reduction in car parking spaces.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Cycle parking provision should be secure, overlooked, covered and lit where appropriate to improve security and encourage use by staff and visitors. Standards for cycle parking are described as “spaces”.

Shared use facilities

When a use forms part of a shared use facility, parking guidance must be looked at for all uses and the appropriate amounts supplied. For example when conference facilities are included in a hotel facility, appropriate parking standards must be applied for each use; however cross-visitation must be taken into account.

Conference facilities

If in rural/semi-rural location, guidance to be considered on individual merits, subject to a TA.

Garden Centres

Garden Centres attached to DIY stores should be considered under A1 use.

Motor Vehicle Showrooms

Show area to include space inside and outside, used for the display of cars. Layout must be considered for car transporters to load/unload off the highway.

Petrol Filling Stations

Consider layout of forecourt to include allowance for loading, unloading and turning of delivery vehicles and ATM (if present) users.

Recycling Centre/Civic Amenity Site

Parking is required as close to end destinations as possible for short periods of time (drop-off), naturally queues will form. Stack back facilities should be provided to minimise queuing onto a major route. A TA will be required to look at predicted queue lengths and other factors. For sites where peak demand for parking spaces may exceed availability, parking information signs must be considered.

Stadia

Consider adequate coach parking. A TA will be required.

Theatres

Shared parking for evening events should be considered on daytime parking sites. Consider adequate coach parking.

Vehicle rental/hire

Sufficient allocation of visitor parking is required. Provision for ‘hired’ car parking must be considered, although not included in the parking space allocation.

Houses in Multiple Occupation (those with more than 6 people sharing)

HMOs of more than six bedrooms will be treated as multiples of the C3 / C4 equivalent minimum requirements.

EV Charging Guidance:

Residential Development	EV Charging Requirement	Minimum Charge Specification
C1 Hotels	25% of all parking spaces to be fitted with a charging system, with an additional 25% of parking spaces with the infrastructure in place for future connectivity	7.4kw
C2 Residential institutions - hospitals, nursing homes	15% of all parking spaces to be fitted with a charging system, with an additional 15% of parking spaces with the infrastructure in place for future connectivity	7.4kw
C2 Residential institutions – residential education	15% of all parking spaces to be fitted with a charging system, with an additional 15% of parking spaces with the infrastructure in place for future connectivity	7.4kw
C2 Residential institutions – institutional hostels	15% of all parking spaces to be fitted with a charging system, with an additional 15% of parking spaces with the infrastructure in place for future connectivity	7.4kw
C3 Dwelling Houses	Ducting and suitable consumer unit to allow the install of one wall charging unit per dwelling when required by householder	7.4kw
C3 Flats/Apartments	Ducting and suitable consumer unit to allow the install of one wall charging unit per dwelling when required by householder where possible. Contact Highway Authority for advice on communal parking.	7.4kw
Commercial Development	**EV Charging Requirement**	**Minimum Charge Specification**
A1 Food retail	15% of all parking spaces to be fitted with a charging system, with an additional 15% of parking spaces with the infrastructure in place for future connectivity	7.4kw to 100kw subject to individual assessment/justification
A1 Non-food retail	15% of all parking spaces to be fitted with a charging system, with an additional 15% of parking spaces with the infrastructure in place for future connectivity	7.4kw to 100kw subject to individual assessment/justification
A2 Financial and professional services	15% of all parking spaces to be fitted with a charging system, with an additional 15% of parking spaces with the infrastructure in place for future connectivity	7.4kw

A3 Restaurants and cafés	15% of all parking spaces to be fitted with a charging system, with an additional 15% of parking spaces with the infrastructure in place for future connectivity	7.4kw to 100kw subject to individual assessment/justification
A4 Drinking establishments	15% of all parking spaces to be fitted with a charging system, with an additional 15% of parking spaces with the infrastructure in place for future connectivity	7.4kw to 100kw subject to individual assessment/justification
A5 Hot food takeaways	15% of all parking spaces to be fitted with a charging system, with an additional 15% of parking spaces with the infrastructure in place for future connectivity	7.4kw to 100kw subject to individual assessment/justification
B1 Business	20% of all parking spaces to be fitted with a charging system, with an additional 20% of parking spaces with the infrastructure in place for future connectivity	7.4kw
B2 General Industrial	20% of all parking spaces to be fitted with a charging system, with an additional 20% of parking spaces with the infrastructure in place for future connectivity	7.4kw
B8 Storage & Distribution	20% of all parking spaces to be fitted with a charging system, with an additional 20% of parking spaces with the infrastructure in place for future connectivity	7.4kw
D1 Non-residential Institutions	15% of all parking spaces to be fitted with a charging system, with an additional 15% of parking spaces with the infrastructure in place for future connectivity	7.4kw
D2 Assembly and leisure	15% of all parking spaces to be fitted with a charging system, with an additional 15% of parking spaces with the infrastructure in place for future connectivity	7.4kw
Other, Sui Generis and short-stay uses	**EV Charging Requirement**	**Minimum Charge Specification**
Including all other uses not mentioned above	Individual assessment / justification	7.4kw to 100kw subject to individual assessment/justification

Appendix 1: Suffolk Residential Parking Research 2009 and Census 2001/ 2011

As part of the Residential Parking Standards review SCC undertook surveys to ascertain the opinions of local residents from a range of types of housing estates, both new and old, regarding current parking provision.

The information obtained from the residents responses could then be used to identify any perceived inadequacies in the current parking provision and offer advice on possible improvements to future parking guidelines.

Prior to the undertaking of the resident surveys, SCC developed a questionnaire to obtain the responses that would provide the required information.

The areas for survey were chosen following communications with District Councils and represent anticipated examples of good and poor practice. The following residential areas were surveyed (total approx. 9000 dwellings):

- St Edmundsbury: Cotton Lane, Bardwell; Kingfisher, Moreton Hall; Horringer Court estate; Westley estate
- Forest Heath : Kings Warren; Swallow Drive area, Brandon
- Coastal: Brook Farm, Saxmundham; Martlesham Heath; Grange Farm, Kesgrave
- Ipswich: Finbar's Walk; Loganberry Road area, Ravenswood; Blakenham Park off Sproughton Road; Queens Way/ Ransome Road; Siloam Place and Anchor St near the Waterfront
- Waveney: Carleton Colville, Deepdale
- Babergh: Brett Vale Park, Hadleigh; Carson's Drive, Cornard; Aubrey Drive off Waldringfield Road, Sudbury
- Mid Suffolk: Cedars Park, Stowmarket; Plumbers Dell, Gt Blakenham

The questionnaires were sent out w/c 19 October 2009.
The results from the questionnaires have been collated and a summary of the results is below. Where appropriate, we have also provided a commentary of the results and attempted to draw some key conclusions.

The questionnaire was divided into sections that focussed on the following issues:
· Type of house
· House size
· Occupancy
· Vehicle ownership
· Parking Availability
· General comments

The results of the questionnaire indicated the following:

- 40% overall response rate which is considered good.
- Flats comprise 8.5% of the total. Detached housing made up the greatest proportion (48%) of the housing types that were surveyed.

- 3 and 4 bedroomed dwellings comprise 68% of the total responses, 2 bedroomed dwellings comprised a further 20%.
- Houses up to 3 bedrooms generally had a parking space demand of 2 spaces or less, whereas houses with 4+ bedrooms had a demand over 2 spaces;
- Flats had a parking demand of above 1 parking space on average, 63% required 1 space and 18% required 2 spaces to accommodate the residents' vehicles;
- Houses tend to have slightly fewer motor vehicles than the number of driving age residents that occupy them.
- 84% of houses have at least one of: a garage; a drive and/ or a shared drive.
- 4 and 5 bedroomed dwellings tended to have between 2 and 3 allocated spaces, whereas 2 and 3 bedroomed dwellings have between 1 and 2 allocated spaces.
- Overall 24 % found parking availability 'often a problem' and 'never enough'.
- Availability problems particularly occur when dwelling has 1 space and is occasionally a problem at 2 spaces.
- Availability problems occur particularly over 2 cars.
- Availability issues tend to occur in 2 and 3 bedroomed dwellings.
- On average over Suffolk ownership of 3 or more cars cannot be accommodated within allocated parking.
- 23% felt there was not enough parking provided. Worth noting that questionnaires were targeted at perceived 'problem' areas.
- 17% had to park in the road; 40% of these did so for convenience, 53.5% park there because of either "insufficient space within your property's boundary" or "too many vehicles for the space provided"; and 15% was due to problems with shared drives.
- 75% of dwellings had a garage. Just over 50% used them for car/ motorcycle storage. Only a very small % had converted it to living accommodation. Only 28% found garages not big enough for their vehicle.
- 62% of dwellings had a drive/ shared drive. **Only** 9% found drives not big enough for their vehicle.
- Visitor parking 36% within property boundary, 66% on the road, and 10% in shared parking areas.
- 42% had accessibility concerns for large vehicles, this tended to relate to on street parking issues.
- Residents comments suggested that there is currently under provision in residential parking spaces which results in inconsiderate on street parking resulting in further obstruction issues.
- Resident's comments suggest that provision for more allocated residents parking and visitor parking should be made on future estates.

The surveys support the adoption of the parking guidance.

Residential Parking Guidance

Household size	Proposed Suffolk advisory standards*
1bed	**1**
2bed	**2**
3bed	**2**
4bed	**3**
5+bed	**3**

* Notes:

Factors that may affect appropriate provision:

- Proximity to bus/train, cycle, tenure of prospective residents, proximity to local services, car clubs.
- Visitor parking to be additional to overall parking requirement.
- Discourage assuming car parking in garages as they are less well used as such. (min internal dimension if assumed in car park numbers to be 6x3metres)
- For communal parking a reduced number may be considered assuming that a proportion of households will not own a vehicle.

2001 Census

The 2001 census revealed there were 352,495 vehicles and 281,155 households in Suffolk, an average of 1.254 vehicles per dwelling. [Vehicles per dwelling across the districts: Babergh 1.403; Forest Heath 1.295; Ipswich 1.000; Mid Suffolk 1.473; St Edmundsbury 1.333; Suffolk Coastal 1.329; Waveney 1.084.]

Number	No Car	1 Car	2 Cars	3 Cars	4 or more	Households	Number of Cars
England	5,488,386	8,935,718	4,818,581	924,289	284,453	20,451,427	**22,607,629**
EAST	441,915	984,244	631,976	130,736	43,103	2,231,974	**2,831,718**
Suffolk	55,614	127,157	77,422	15,769	5,193	281,155	**352,495**
Babergh	5,497	14,711	11,203	2,518	934	34,863	48,896
Forest Heath	3,946	10,445	7,026	1,232	368	23,017	29,810
Ipswich	14,636	23,365	9,690	1,732	444	49,868	49,889
Mid Suffolk	4,659	14,645	12,312	2,761	1,021	35,397	52,158
St Edmundsbury	6,816	17,998	12,358	2,564	820	40,560	54,080
Suffolk Coastal	7,869	22,518	14,639	3,006	994	49,025	65,166
Waveney	12,190	23,476	10,194	1,953	613	48,424	52,491

%	**No Car**	**1 Car**	**2 Cars**	**3 Cars**	**4 or more**
England	27%	44%	24%	5%	1%
EAST	20%	44%	28%	6%	2%
Suffolk	20%	45%	28%	6%	2%
Babergh	16%	42%	32%	7%	3%
Forest Heath	17%	45%	31%	5%	2%
Ipswich	29%	47%	19%	3%	1%
Mid Suffolk	13%	41%	35%	8%	3%
St Edmundsbury	17%	44%	30%	6%	2%
Suffolk Coastal	16%	46%	30%	6%	2%
Waveney	25%	48%	21%	4%	1%

2011 Census

As outlined in the Introduction, the Census results provide a good starting point for estimating expected levels of car ownership to be accommodated. The 2011 census revealed there was an 18% increase in vehicle ownership in the ten year period 2001-2011. There are now 416,500 vehicles and 310,745 households in Suffolk, an average of 1.34 vehicles per dwelling. The proportion of households without a car has fallen from 20% to 18%. There has also been a decline in the proportion having one car. More households (number and proportion) have two or more cars. Mid Suffolk is in the top 20 areas in the country for households having 2, 3 or 4 cars. [Vehicles per dwelling across the districts: Babergh 1.49; Forest Heath 1.34; Ipswich 1.06; Mid Suffolk 1.59; St Edmundsbury 1.38; Suffolk Coastal 1.45; Waveney 1.2.]

Number	No Car	1 Car	2 Cars	3 Cars	4 or more	Households	Number of Cars
England	5,691,251	9,301,776	5,441,593	1,203,865	424,883	22,063,368	**25,696,833**
EAST	449,358	1,039,677	703,968	166,426	63,606	2,423,035	**3,231,763**
Suffolk	55,661	135,039	90,758	21,254	8,033	310,745	**416,500**
Babergh	5,294	15,251	12,469	3,174	1,334	37,522	55,747
Forest Heath	4,001	11,556	7,712	1,560	547	25,376	34,096
Ipswich	15,906	26,112	12,254	2,340	686	57,298	60,701
Mid Suffolk	4,555	15,716	14,457	3,917	1,661	40,306	63,958
St Edmundsbury	7,289	19,823	14,295	3,152	1,243	45,802	63,430
Suffolk Coastal	7,474	22,989	17,209	4,286	1,600	53,558	77,473
Waveney	11,142	23,592	12,362	2,825	962	50,883	61,095

%	No Car	1 Car	2 Cars	3 Cars	4 or more	Average (Cars/ Household)
England	26%	42%	25%	5%	2%	1.16
EAST	19%	43%	29%	7%	3%	1.33
Suffolk	18%	43%	29%	7%	3%	1.34
Babergh	14%	41%	33%	8%	4%	1.49
Forest Heath	16%	46%	30%	6%	2%	1.34
Ipswich	28%	46%	21%	4%	1%	1.06
Mid Suffolk	11%	39%	36%	10%	4%	1.59
St Edmundsbury	16%	43%	31%	7%	3%	1.38
Suffolk Coastal	14%	43%	32%	8%	3%	1.45
Waveney	22%	46%	24%	6%	2%	1.20

Appendix 2: Parking Design

Project architects, engineers and landscape designers should work together to ensure the public realm is planned as and creates a satisfying whole, as promoted in Manual for Streets (DfT and DCLG 2007). Additional design guidance for parking is provided here as an optional supplement to this document. Local planning authorities are welcome to utilise this guidance alongside their existing policy frameworks and the Suffolk Design Guide (SCC 1993, revised 2000).

Residential parking can have a significant impact on landscape and townscape. In line with the achievement of quality urban design principles, parking layouts should be designed into schemes from the outset to ensure that features such as cars, garage doors or cycle stores do not dominate the street scene and that parking spaces are appropriately utilised.

Example of well landscaped and designed garage (St. Mary's Court, Ipswich)

The following recommendations are advised:

- Where two parking spaces are provided on a plot the design should be arranged such that cars are not parked forward of the building line.
- Off the street parking should be balanced with on-street parking to maintain the attractiveness of the street scene.
- The siting of trees and street furniture should be used to informally manage parking and attention will need to be given to the type of material used, species of tree, local services, distance from highway features and must meet current tree guidance.
- Parking courts must be high quality in design terms, with the quality of materials used for surface and enclosure to result in an attractive, safe and secure place, to encourage ownership.
- Parking courts should have sufficient space provided for tree and shrub planting to help create an attractive environment.
- Soft-landscaping needs to be considered as an integral part of the design of semi-basement parking.
- The local planning authority may consider it desirable that additional land be provided in order that car parking areas may be suitably screened

and landscaped. It is considered that such additional provision of land, landscaping and residential amenity is a matter for negotiation between the intending developer and the local planning authority. A commuted sum will be payable to the Highway Authority if these areas are to be adopted as highway.

- Appropriate materials should be specified for surface finishes and bay delineation, but it may also be appropriate to incorporate elements of enclosure (walls and fences), street furniture (such as bollards), planting and lighting to create a coherent and attractive environment.
- Shared cycle parking facilities should be designed such that they do not detract from the townscape, landscape or the amenity of spaces between buildings.
- If cycle parking for flats is to be provided as a separate cycle store it should be integrated into the overall design of the development.

Examples of differing surface materials

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www.babergh.gov.uk
www.midsuffolk.gov.uk
www.ipswich.gov.uk
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