

Policy DM45: Transport Assessments and Travel Plans

For major development and/or where a proposal is likely to have significant transport implications, the Council requires the applicant to submit the following documents alongside their planning applications:

- a. a Transport Assessment* appropriate to the scale of development and the likely extent of transport implications;
- b. a Travel Plan that identifies the physical and management measures necessary to address the transport implications arising from development.

Where a Transport Assessment and/or Travel Plan does not demonstrate that the travel impacts arising from the development will be satisfactorily mitigated or that adequate measures are in place to promote the use of more sustainable modes of transport, then planning permission will not be granted. The developer will be expected to provide the necessary funding to deliver any travel plan agreed in writing with the local planning authority.

Where it is necessary to negate the transport impacts of development, developers will be required to make a financial contribution, appropriate to the scale of the development, towards the delivery of improvements to transport infrastructure or to facilitate access to more sustainable modes of transport.

**Indicative thresholds for application of transport assessments/transport statements are contained at Appendix B, Department for Transport Guidance March 2007, Guidance on Transport Assessment.*

Parking Standards

- 8.6 The Suffolk Advisory Parking Standards adopted as planning guidance by all Suffolk local authorities have been used by the authorities for some time. There have been recent changes in policy resulting in the need for local authorities to develop new residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently. The residential parking standards within Suffolk Advisory Parking Standards are being reviewed and will be replaced by a minimum requirement for residential dwellings to reflect the National Planning Policy Framework requirement. The updated guidelines will reflect actual car ownership in residential areas within Suffolk. The change in focus on parking policy enables residential parking standards to be more flexible, particularly in rural areas and areas with poor access to public transport, and designers of residential development should consider the location and context of the proposed development, taking paragraph 35 of the NPPF as a starting point.
- 8.7 The level of demand for parking will differ from type to type (e.g. residential, workplace, shopping or leisure), site to site, and from location to location (e.g. urban or rural), and even within locations (e.g. town centre locations and urban fringe/suburban locations with less opportunity for shared or public parking, and less well served by public transport). The availability of parking at a destination can significantly affect the choice of travel mode, and proposals for all types of town centre development and developments in locations with good accessibility to services and facilities and/or well served by public transport will be expected to minimise the number of car parking spaces provided and to demonstrate this in Transport Assessments and/or Travel Plans.

Policy DM46: Parking Standards

The authority will seek to reduce over-reliance on the car and to promote more sustainable forms of transport. All proposals for redevelopment, including changes of use, will be required to provide appropriately designed and sited car and cycle parking, plus make provision for emergency, delivery and service vehicles, in accordance with the adopted standards current at the time of the application.

In the town centres and other locations with good accessibility to facilities and services, and/or well served by public transport, a reduced level of car parking may be sought in all new development proposals. Proposals for new mixed use sites will be expected to minimise the provision of car parking where achievable, for example by providing shared use parking and/or car pooling as part of a Travel Plan.

Exceptions may be made to parking standards in rural areas where satisfactory evidence and justification is included along with a Transport Assessment and/or Travel Plan that demonstrates why an exception ought to be made given the nature and location of the specific development proposal.