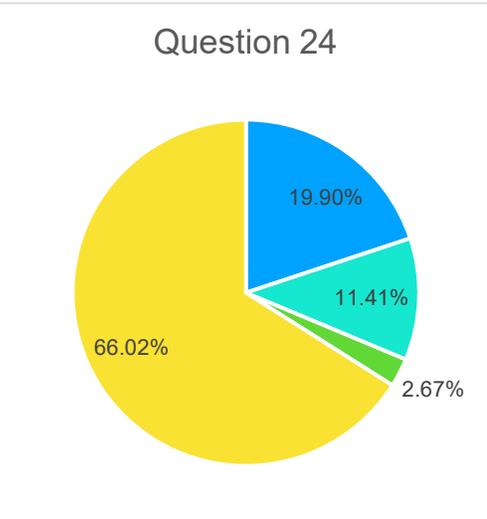


24		Final Result				
Response ID	How do you think parking should be provided in new housing developments?	Blanks	Yes	No	Other	
		82	47	11	272	412
1	All the houses should have 2 car park spaces	19.90%	11.41%	2.67%	66.02%	100.00%
2	Good parking – off road.					
5	Spaces at front in place of gardens.					
6	Enough to suit needs including electrical charging points.					
8	Driveways or under property parking.					
10	At least 2 places for parking for each new property					
12	Iver residential allocated spaces.					
14	Because uncontrolled parking exists already - commercial vehicles ie lorries, vans and cars parked anywhere on grass verges and roads. No More!!					
17	Adequate with at least 2-3 parking spaces per unit					
20	Drive ins as they do now.					
21	No housing developments should be considered as no capacity					
22	Parking is essential - local transport is insufficient to allow dependence on buses etc.					
23	Adequate parking should be provided for each new household.					
24	Off road					
25	It shouldn't. I do not support anymore housing.					
26	Off road at all times preferably as driveway. We have too much parking on pavement and blocking of roads.					
27	It should be near to houses					
28	They should all have drives.					
29	On-site and small car parks.					
30	Behind screened parking areas.					
34	It should be a priority to provide adequate parking. Todays children turn into tomorrows car owners.					
36	Each house should have parking for 2 cars and 1 visitor					
37	i'd rather we did not attract more cars into a busy area					
40	all new houses should have on site parking for at least 2 cars					
41	I don't want any development.					
43	All the structured properties should provide adequate parking for their occupiers. No individual vehicles except vans. Adequate for the occupants but no on road parking.					
44	2 places per house. No street parking or permit system.					
49	Garages and drives. Not on roads.					
53	Enough parking should be given to 4 bedroom houses.					
55	Underground, within or next to. Sets of garages do not work. Wide roads for permit holders perhaps.					



56	On the ground! Not garages - they are often used for storage rather than parking and are eyesores.
58	Garages
59	Off street parking for residents but not too much concrete.
60	People need cars I'm afraid. Just look around!
61	Minimum 3 spaces per house and should be off street only
62	On site and with enough room so that emergency services have thoroughfare.
65	At least 2 parking places per property minimum
66	Within the complex - not on the road.
69	What a question!!! Look at the Lees Drive estate.
70	Again: House - now a day has 3 cars. It's a must.
71	Garages/driveways
72	Off road parking for at least 2 cars per property.
77	What a farcical question!
78	Yes. Bonkers to think you don't need this.
82	Underground at these properties
84	It should be off road and allow for a minimum of 2 cars per household.
85	Maybe limit the number of cars that a household can have.
86	At least one space per dwelling and off street too! (Leas Drive was adequate in 1977 but grossly overcrowded now). (All done on plan by Laing originally).
88	Have with driveways in front.
90	Underground parking.
93	Communal garages
95	3 per dwelling
97	Underground if flats. Plots must be big enough for at least 2 cars.
98	Out of sight.
102	At least two parking spaces per household.
103	Give each house ample room to park in their own driveways - not on the roads!
106	It should be included on property footprint - not roadside parking.
107	Restrict the amount being built to allow adequate Parking etc.
109	Within each residence site
110	DRIVEWAYS
111	OUT SIDE PEOPLES HOUSES OR ON THEPROPERTY OFF ROAD
112	Garages/on plots.
115	Leave enough space for cas to park when planning the area.
116	Off street parking and no Car Parks.
117	IF FLATS THEN UNDERGROUND
118	OFFSTREET PARKING (FOR TWO CARS) FOR EACH HOUSE/FLAT.
119	Residents parking only

121	There has to be ample Provision for Car Parking for all
122	ALLOCATED BAYS + SUFFICIENT PARKING
124	ZERO ON STREET PARKING. PARKING/GARAGE SHOULD BE AT GROUND LEVEL, WITH LIVING SPACE ON 1ST/2ND FLOORS.
126	MAYBE UNDERNEATH, INTEGRATED WITH THE BUILDING.
130	In designated car parking area and garages
132	Integral with housing developments - but also paid parking for Commuters if the Bison Site is developed.
133	2 allocated bays per household
134	NO COMMENT. MOST FAMILIES HAVE MANY CARS. IT CAN NEVER WORK.
135	NO NEW DEVELOPMENTS NOT ENOUGH ROOM FOR PARKING !
136	DRIVES, PARKING SPACES, TAKING INTO CONSIDERATION THAT MOST HOMES HAVE TWO CARS, ALSO ROOM FOR VISITORS.
139	Provide garages & Driveways
142	In specified areas, not on the streets, the roads around the area are full of cars, vans etc
143	ONE REGULATED PARKING SPACE PER BEDROOM + SPACE FOR VISITORS. COULD HAVE ROOM FOR ONE/TWO ATTACHED TO RESIDENCE THAN GENERAL PARKING AREA. The need for parking is not going to go away if sufficient space is provided, people will simply park elsewhere causing problems for people there.
146	COMMUNIAL PARKING
147	For small blocks of flats and maisonettes, underground is most suitable. For other houses, within the curtilage of their sites and of a size for the number of potential vehicles according to the number of bedrooms..
148	The standard needs to be increased and sub basement parking should be the norm. It should not be allowed to convert garage to habitable.
149	DRIVEWAY PARKING FOR 2 CARS PER PROPERTY AND RESTRICTED ROAD PARKING
150	ALLOW ENOUGH SPACE FOR PARKING ON HOUSING LAND, AND WIDE ENOUGH STREETS.
151	Underground parking.

152	A24. If garages are included in new developments, they should be of sufficient size to comfortably accommodate a modern car. Parking on the street in the immediate vicinity of one's house can cause problems of access for other road users (including the emergency services). Therefore provision needs to be made for a realistic number of vehicles associated with each residence (and not just a notional number of two cars per residence irrespective of size of the residence).
153	SMALL DRIVEWAYS AS IN DUTTON WAY & PARKING AREAS IN CUL DE SACS.
154	Underground if there are housing developments.
155	The current planning rules of one space per unit is outdated. The latest census for South Bucks shows a ratio of 2 cars for every three persons.
156	I DO NOT SUPPORT MORE DEVELOPMENT.
157	UNDER CROFT PARKING ETC
158	I think that any new housing development should provide parking as part of the lot and build of the land so that parking on the roadside curb is discouraged and this is what can cause road issues
159	Ground level front of House or Bungalow.
161	If we're not allowing masses of new developments in then parking won't be a problem.
165	Plenty of it it's appalling at the moment
173	As homes continually become more densely populated it is now no longer unusual for households to have 4+ vehicles. Consequently for each double bedroom I would suggest any developer provides atleast 1.5 car parking spaces (rounding up wherever necessary). There are plenty of developments e.g. Those to the west of Sutton Lane, where there is insufficient parking and hundreds of cars abandoned on pavements.
178	Garage blocks better used and off road parking at front of property maybe small car parks for residents only.
180	Unless you want parking wars as is the case at the moment, parking should be off street.
186	yes - reasons I have given earlier the villages are not high employers . The train station is 4+ miles away from Iver Heath . Public transport unreliable and expensive
189	Each new property should be allocated 2.5 parking spaces - most households have 2 cars and then you have to accommodate visitors.
191	It should be discussed. Centralised parking or limited parking? No parking maybe if public transport links are robust and reliable?
194	Off street parking where applicable for houses
200	Integrated as part of the housing with an area set aside for guests.

202	The plans for the development must include adequate off street parking facilities.
204	Don't build new developments and additional parking will not be needed. There are areas in The Ivers already in need of restricted parking areas and properly policed parking restrictions. New developments will merely compound this problem.
206	On driveways to avoid parking issues/disputes.
210	How is this a question? That is like asking if the new developments should have roofs. Parking will be needed, and if you restrict it you will just end up with people parking second cars, lorries, vans etc, dangerously on street corners etc. A good thing to do though would be to build parking with access to electrical charge points, given the new requirements for electric cars. Even if the points are not immediately available, laying cables to support them would be sensible
214	Parking close to the properties is always better than large parking areas, as it encourages a sense of ownership and responsibility
218	Space available linked to number of bedrooms per property.
219	Don't know - but planners are paid to solve these types of questions. (why should residents do their job for them?)
223	Driveways, specific designated parking areas and to include enough space for visitors
225	Close to the dwelling.
228	If cost permits, a multi storey UNDER ground.
229	A minimum of two spaces for each property.
231	As I have already said there should be parking for two cars so that the cars are off the road. Build fewer houses on the site and leave room for car parking, but of course this is not practical because more houses built bring in more revenue.
238	Any further parking should be off road in designated parking areas
239	Parking should be provided using a mix of solutions as appropriate to site specific design and constraints.
251	Limited numbered locations of 1 or 2 per unit (depending on the unit size). Street parking should also be discouraged.
252	Land must be allocated on-site for parking
254	Off-road or in areas to rear of properties - no on road parking should be permitted. Parking requirements should be assessed at realistic levels for the type of property. For example, a one bedroom apartment could have up to 3 occupants each with a vehicle. Also parking conditions should recognise the high number of vans associated with housing locally for which additional space needs to be allocated or have a covenant in the deeds that excludes them.

256	Dont build in Iver Heath, We are FULL
257	Off street parking for all new properties
259	Most homes occupied by 2 people, this invariably means 2 cars is this thought about with new developments
260	If adequate parking cannot be provided then any proposed development should not be approved
262	Permits
265	Within the boundary of the developments.
266	No parking, no new housing developments. Stop all parking in the side roads.
267	
268	Within the boundaries of individual properties or other off-road provision. NOT on the roads - parking restrictions should be employed on the roads. N.B. Garage blocks do not provide an answer as they are rarely used to garage cars.
269	It has to be within individual properties, otherwise we end up with a lot of on-street parking with all the attendant difficulties that brings, such as poor access and reduced road safety. Reducing property parking does not stop car ownership - it just moves it onto the street.
270	On a driveway if possible, but if not then at least 2 designed spaces should be provided for households with designated visitor parking spaces provided if possible, to prevent 'overflow' parking on nearby streets.
275	Garages, driveways and ample free on road parking.
276	There should be sufficient parking for each house to accommodate 3 cars - the current rules seemed to be based on the 1940s idea that only the master of the house would drive whereas reality is that we are extending, not buying bigger houses and our children have to stay at home longer as they can't afford a place of their own.
278	Yes I believe parking should be provided as people will not do without their cars.
280	Off-road, on-road only. No new large parking lots as this will bring more traffic to the area instead of the reduction that is actually needed. Iver should not be a bypass for every other town.
281	As already stated - unless transport is improved Ivers residents need cars. Even if you want to go food shopping you need to drive or use the substandard and expensive Co-op.
285	At least 6 spaces per household
287	At least two spaces per plot plus additional free off street parking areas for visitors etc
288	Private driveways
289	Garages and drives. Not on roads.
291	There should be ample adequate parking which does not allow for on street parking.

292	Depending on space and type of building, underground or at street level.
298	Each house should have on site parking for at least 2 vehicles. On road parking should not be allowed. Parking bays should be provided for overflow, visitor parking. Parking permit schemes similar to those used in Hillingdon should be considered to reduce abuse.
300	Enough parking for each house (our public transport is not good enough unless you work in Uxbridge/Langley/Slough or London). Enough space to park cars attractively rather than on top of each other, plus visibility for pedestrians trying to walk to houses.
301	I don't see any alternative other than having houses with their own driveways or even parking on the road
304	not on the roads.
306	No new housing developments
307	Not really sure
308	garages and spaces within the development as there is never enough space for parking in new developments
311	off street
316	As appropriate, you can't rule out parking if there are no transport links.
318	I do not agree with any new housing development on Green belt / greenfield land. If development of Brownfield then appropriate parking spaces to the size of the development should be available
319	Every house should have multiple off road spaces, with on street parking banned in these areas.
320	Houses should be provided with garages and car ports or specifically allocated parking spaces which have been integrated into the street layout. Potentially with influence from the Manual for Streets and other CBRE good design guidance.
324	Yes, otherwise where else will they park?!
326	Reduce the number of car parking spaces, to make sure people living in the area use public transport the train line at Iver station.
328	Driveways
330	Should be at least 2 spaces per property
331	OFF ROAD ONLY
333	Underground if possible. Allow minimum of two spaces per dwelling.
334	Allocated parking outside houses so residents do not park outside other people's homes creating more of a problem.
337	Underground
338	On site parking for residents
340	On site

343	Parking should be provided in a variety of designs. This should include on and off plot parking. Roads and land alongside green spaces should be designed to allow for shared parking areas.
344	Ideally underground parking but too costly. Driveways in front of houses to avoid cars being parked on the roads. Off course this would depend on how many cars people can put on a driveway. Maybe a car park inside the development.
347	Delegated parking for houses shops etc.
351	Enough for 3 cars per household. Any less then you are not being realistic.
353	No parking.
355	This is a tricky question, I suppose the best answer is underground (limit spaces to 1)
356	Off street where possible even if this means providing car parks for local residents, within any development, and not actually on there property if there is not enough room.
358	Houses with driveways/garages.
361	most local developments being infill - often have roads so narrow parkign is a nightmare and then often spills into other previous residential roads - they must accomodate sufficient off street parking.
364	With one parking place per bedroom
366	In garages and parking areas. There is never enough parking on new developments
367	This is difficult - parking takes valuable space. There are a number of garage blocks locally e.g St Margarets Close, St Margarets Gate but I suspect that very few cars are parked in the garages because people prefer to park outside their houses and because the garages are probably rather too narrow for modern cars. Some of the garages I see are used for storage or not used - this land could be used for small unit housing development at a first floor level with open space underneath for cars. Other than that, it is question of making roads wider so that there is space for parking on one side of residential roads and allowing houses to have either driveways and restrict parking on the road or making front gardens smaller and widening the roads.
368	A driveway for at least one car.
369	At least two parking spaces per household if not more.
370	A indicated above, underground parking for new properties coupled with constraints on parking in roads would be highly advantageous.
372	driveways, allocating or street parking where possible
373	Concrete Iver Rec

374	Yes, the number of spaces should reflect the number of bedrooms, Linden Close is an example of lack of spaces affecting local roads. Also Keensacre.
375	In garages, carports and car parking areas. There is never enough parking on new development the existing estates illustrate this problem.
387	Off street parking
388	Close to the building
389	I don't support any new development
390	There had to be enough space for it - quite simple really
392	New homes should have parking to avoid parking issues on side roads.
393	I STRONGLY BELIEVE ALL PARKING FOR HOUSING SHOULD BE IN COMMUNITY CAR PARKS AND NOT OUTSIDE RESIDENTS HOUSES! THIS MAKES FAR MORE SENSE, AS IT IS A FAR MORE EFFICIENT USE OF SPACE, AND WHERE A MULTI LEVEL CAR PARK IS NEEDED TO COPE WITH THE NUMBER OF SPACES, THIS CAN BE PROVIDED WITHIN THE CONSTRUCTION OF THE DEVELOPMENT, MAINTAINED EQUALLY AMONGST THE RESIDENTS AND OCCUPIES A SMALLER FOOTPRINT THAN INDIVIDUAL HOUSEHOLD PARKING SPACES.
396	It should be sufficient for the residences and not just to the letter of planning, resulting in overflow. It should also provide electric charging points.
398	Parking should be provided - min 2 spaces per property. If the development is an apartment block then underground / basement parking. Parking needs to provided on the property - not just on the street. Our streets are too narrow for these to be the only parking options
400	There should be sufficient for two spaces per dwelling.
402	Sufficient parking must be provided on drives so roads are not blocked.
405	
407	Within the Parish, there is already insufficient parking space to meet the needs of the existing population and other road users; and in existing developments the number of cars per dwelling generally exceeds the per-household parking spaces available. It seems that new developments will need to provide adequate parking within the geographic confines of the development.

416	1 parking space per property depending on bedroom size. The more adults potentially living in the property, the more spaces required. It's all very well to encourage people to use public transport by cutting down on residential parking but very many people in The Ivers live further than walking distance from a station and need to use a car to get to the station.
422	Minimum 2 spaces per home onsite or communal area at back of development. Very few households use their garage for parking.
433	Without inconveniencing residents
435	Developers should incorporate parking into their designs (i.e. on their land) to avoid congesting public roads.
440	Off road parking is needed for new developments. For flats etc perhaps the ground floor is for cars. But sufficient off road parking is needed . The guidance needs to be improved.
443	Permits
451	Permit holders only
453	Parking should be in front driveways or some parking on the roads.
455	Developers need to make sure that all houses have at least 2 parking spaces on the property and a garage. We already have so many issues with parking in Richings Park especially and new residential development will only add to the problem.
458	2 to 3 spaces for each household inc. visitors for it not to impact roads
459	Larger driveways that will accomodate at least 2 cars. Visitor spaces in every road. Flats should have more parking provision than what is currently required by the council.
460	Driveways, underground car parks or on-road parking (but the road should be wide enough for the cars to park either side with room for an emergency vehicle to pass though)
463	By focusing on low density developments in built up areas e.g. Richings Park, the need for higher parked is somewhat reduced.
464	Different types of parking depending on the houses, individual driveway parking for some housing through to car park facilities for multi occupancy social housing. A full cross section of parking facilities
465	Carefully - it depends on the area
466	Don't make the housing developments so dense that they can't provide adequate parking
468	Adequate parking for the size of the dwellings need to be provided and not just to the minimal standards used by SBDC. The prevention of additional on-street parking is vital.
469	One car space per household is not enough... permits should be considered or parking orders to avoid commuters using trains clogging up residential streets

471	Off street parking on a driveway if possible, with additional off street car parking facilities for additional cars / visitors
472	Driveways with some communal car parks. If developments are near the station it should be resident only parking.
475	Basement parking should be considered for all new housing developments
477	Each new house should have 2 parking spaces. Possibly visitor car parking spaces as well for the development.
478	Appropriate level of parking needs to be provided with all new developments. in particular in Richings Park, we are already struggling - not sure what the new flat developments proposed will do to this situations.
479	1 bed - 2 car parking space 2 bed 3 car parking spaces 3 bed 4
482	Not on the street
485	Parking is a big issue in the area, any new developments should consider that most families have 2 cars and plan accordingly
486	Restrictions so one space per resident. Not to be abused by station commuters.
488	Yes; see BRE Code for Sustainable Homes standards which should be adopted
489	underground
490	Cars are such a problem for our area with commuter cars being the bane of our lives. Car parking needs to be provided and street car parking made illegal between certain hours. Car parks need to be built for these new cars if new estates are built and maybe more spaces provided per dwelling?
491	off street parking, which is in keeping with the homes currently in situ.
492	On site where the home are located.
498	Parking should be provided and public transport significantly improved.
500	one space per bedroom
503	There must be enough to cope with 2 and 3 car families
504	Integral garages
506	Adequately
507	parking areas provided off street parking parking in/under any new flats
509	Within house boundaries
511	On site!
512	underground carpark
514	In garages or allocated parking not on road
515	Allocated spaces off road
516	In garages, car parks and parking areas when new developments are built there is never is never enough parking
517	Off street parking or roads enough to enable parking and for cars to pass through easily
519	Plentiful! Much better parking provision required all through the lvers

520	A townhouse or off road parking but in such a way that flooding wouldn't be a problem
523	Yes. Naive not to provide this should be factored in otherwise spills out onto roads.
524	Driveways, grassed verges protected with bollards to stop people parking on verge and damaging grass.
526	Not at the expense of green belt
527	Two spaces per house
528	All off road, preferably by rear access
531	Parking should be provided for all new homes. From my experience, this should be at least two parking spaces and/or garaging per house, minimum. Garages should NOT be provided in separate blocks. This has proved to be a terrible mistake and waste of time in the past (towns up and down the country all agree that most of their garage blocks are left unused, are vandalised and have since been turned into new mini housing developments). Garages, joined between two houses, can be used to good effect as 'link-detached' which provides 'much-needed space' between the houses in these claustrophobic times.
533	IF new houses developed at least 2 car parking spaces provided for each house
534	Driveways and garages. People like to park as near especially with children. Provide it or people will do it anyway
535	Integrated garages as in town houses
537	By each property. Cram in less houses to provide adequate parking, developers seem to want to make as much money as possible but forget to allow for enough parking.
538	All off street parking, at least two spaces for each dwelling
539	Adequate parking
545	Provide garages & Driveways
547	Off Road Parking
553	Space should be left on each plot for two cars
554	At least two allocated spaces/garage for cars
556	Adequate parking
557	Off street next to housing
559	Off road, designated areas or large enough driveways
561	Answer In garages, car ports and parking areas. There is never enough parking on new developments. The existing estates illustrate this problem
562	Answer Norwegian style - blocks of flats in parks, car park close by. Childrens play areas in park
565	Answer By way of planning for car parks! Spaces
569	Answer Own driveways
570	Answer No developments at all
572	Answer Yes otherwise will be parking in already congested streets
573	Answer Underground if possible

575	Answer Underground
576	Answer Driveways, car ports and garages forming part of the housing units and within their curtilage. Isolated garage courts just don't work
578	Answer Minimum two spaces
579	Answer Off road parking and garages
580	In garages like it always used to be