

## 9 Development Management Policies

### Residential Parking Policy for New Development

#### Policy 1

##### Design of parking provision

The layout and design of parking spaces should follow the parking design guidance from the Building for Life Partnership, 2012 (as set out in Appendix 1) and principles contained in Manual for Streets <sup>(1)</sup> in order that good quality homes and neighbourhoods are created.

##### Level of parking provision

The following levels of parking (as a minimum) should be provided for residential development within the curtilage of the dwellings and / or within formal parking areas. Zones 1, 2 and 3 are detailed on the accompanying maps (as set out in Appendix 2) and Zone 4 covers all other parts of the District.

Bedrooms	Flats*			Houses			
	1	2	3+	1	2	3	4+
Zone 1	0.75	1	2	1	1	2	2
Zone 2	1	1.5	2	1	2	2	2
Zone 3	1	1.5	2	1	2	2	3
Zone 4	1	2	2	1	2	2	3

\* In addition to the above spaces, a further visitor space will be required per 5 flats

There may be exceptional circumstances where there is a case for providing parking that does not accord with the above levels. These cases will be considered on an individual basis.

Garages will not be counted as a parking space for the purposes of meeting the required levels of parking set out in this policy. Well designed car ports will be accepted as a parking space.

##### Developments within residential parking zones

Residential development resulting in an intensification of dwellings within an existing Residential Parking Zone will need to accommodate its parking needs within its site. The residents of the new development will not be eligible for a residents' parking permit under the Residents' Parking Scheme. <sup>(2)</sup>

##### Travel plans and parking management plans

The above levels of parking are required irrespective of whether a travel plan is submitted for a given development. A residential travel plan will normally be required where 80 or more dwellings<sup>(3)</sup> are proposed. Residential developments of 10 or more dwellings will be expected to provide new residents with a travel information pack containing relevant information to inform residents of their travel choices and encourage sustainable travel.

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### Electric charging points

Electric charging points should be installed for new residential developments. These charging points may vary from communal points, more suited to flats or where there are shared parking areas, to individual points incorporated into houses.

### Cycle and motorcycle parking

Cycle and motorcycle parking shall be provided in accordance with the Council's 'Cycling and Motorcycling Advice and Standards for New Development'. This sets out design standards and expected levels of provision for residential developments.

### Explanation of the Policy

**9.1** Levels of parking provision and the way in which they are designed are important factors in creating good quality environments where people want to live. The residential parking policy seeks to ensure the delivery of good quality neighbourhoods for West Berkshire.

**9.2** To reflect the different levels of accessibility across the District, the policy refers to four parking zones. A broad description of these zones is included in the table below and they are shown on the maps included in Appendix 2.

Zone	Description	Area
Zone 1	Newbury Town Centre	
Zone 2	15 min walk to services and amenities or Urban Area	Central Newbury Central Thatcham Eastern Urban Area (Calcot, Tilehurst and Purley-on-Thames)
Zone 3	30 min walk to services and amenities or Urban Area or Rural Services Centre	Outer Newbury Outer Thatcham Theale Pangbourne Hungerford Lambourn Burghfield Common Mortimer
Zone 4	Service Village / Other	All areas not mentioned above

### Delivery and Monitoring

This policy will be implemented through the determining of planning applications for residential developments.

1 [Manual for Streets \(2007\) and Manual for Streets 2 \(2010\)](#)

2 Residents' Parking Scheme – Policy and Guidance'. This forms part of a suite of the Council's Operational Traffic Management Policies.

3 [DfT Guidance on Transport Assessment \(2007\)](#)