

5 Parking Standards for New Residential Development

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Policy P 1

Residential Parking for New Development

- i. 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 2) and principles contained in Manual for Streets⁽⁸⁾ in order that good quality homes and neighbourhoods are created. Where possible, rear parking courts should be avoided.
- ii. 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, and 2, and the Eastern Urban Area (EUA) zone are detailed on the accompanying maps (as set out in Appendix 2) and Zone 3 covers all other parts of the District.

Bedrooms	Flats (+1 additional space per 5 flats)			Houses			
	1	2	3	1	2	3	4
Zone 1	0.75	1.25	2	1	1	2	2
Zone 2	1.25	1.5	2	1.25	2	2.5	2.5
Zone 3	1.5	1.75	2	1.5	2	2.5	3
EUA Zone	1.5	1.5	2	1	2	2	3

- iii. 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. Where flats and houses are built with bedrooms in excess of the thresholds given in the table above, these will be assessed on an individual basis.
- iv. 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.
- v. When calculating the full allocation of parking for a development, numbers should be rounded up for each dwelling type and threshold.
- vi. 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⁽⁹⁾.
- vii. 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 50 or more dwellings are proposed in Zones 1 and 2 and in the two Eastern Urban Area Zones, and where 80 or more dwellings are proposed in Zone 3. Residential developments of 10 or more dwellings will be expected to provide new residents with a travel information pack

8 Manual for Streets (2007) and Manual for Streets (2010)

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

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containing relevant information to inform residents of their travel choices and encourage sustainable travel.

- viii. A full Transport Assessment will be required where 60 or more dwellings are proposed across the District. Where 30 or more dwellings are proposed, a Transport Statement will be required. Where appropriate, any development below 60 dwellings may be requested to produce a full Transport Assessment.
- ix. 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.
- x. 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.

Supporting Text

5.1 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.

5.2 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	Core Town Centres plus 5 minute walking zone	Newbury, Thatcham, Hungerford, Pangbourne and Theale town centres
Zone 2	Communities with core town centre zones, with 500m buffer outside adopted settlement boundary ⁽¹⁰⁾	Newbury, Thatcham, Hungerford, Pangbourne and Theale - outside zone 1 to adopted settlement boundary, plus 500m buffer
Zone 3	Remainder of the District	All areas of the District not within shown zones 1,2 and EUA zone
EUA Zone	Entirety of the Eastern Urban Area within 500m buffer outside adopted settlement boundary	Calcot, Purley-on-Thames, Tilehurst

5.3 Where parking courts are implemented, they should be overlooked by the front of a property, or the habitable rooms of multiple dwellings, and located in close proximity to the main access of these dwellings. Visitors and residents should pass through or besides such parking areas when accessing dwellings, without any intervening structure or planting over 1 metre high obscuring the view of the parking area. In these parking areas, all spaces should be marked with lines and residential spaces are distinguished separately from visitor and unallocated parking. This approach should also apply to flats and apartments.

¹⁰ The buffer uses the current adopted settlement boundary, where changes are made to the settlement boundary and subsequently adopted these will be reflected in zone and buffer map outlines.

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Delivery and Monitoring - Policy P1

This policy will be implemented through the development management process. This will be monitored and reported in the Council's AMR.