

6.5 MEETING THE TRANSPORT NEEDS OF NEW DEVELOPMENT (TRANS. 1)

6.5.1 Policy TRANS.1 sets out a parking supply and management approach that promotes sustainable transport choices and is consistent with PPG13 and the strategies in the Local Transport Plan. A broad framework of parking standards based on those contained within national and regional guidance will be applied as set out in Appendix 5. In addition, a more detailed set of standards which expand on the basic framework contained within Appendix 5 will be published by the Council as Supplementary Planning Guidance. These standards will be reviewed from time to time in the context of emerging national policy and the Council's Local Transport Plan. The standards are expressed as maximum standards in accordance with national guidance and will be applied with flexibility, to take account of the ability of the site to be accessed by alternative transport modes. A reduction in the standard will be required in some circumstances, for example, where the site is readily accessible by alternative means of travel to the private motor vehicle and/or has a good existing public transport service. The standards reflect the range of accessibility and rural nature of much of West Berkshire. The Council will seek to locate local facilities in local and rural service centres. In some cases, where public transport improvements are being introduced but are not yet in place, the Council may negotiate a phased reduction in parking provision for new development through the adoption of an appropriate travel plan.

POLICY TRANS.1 The transportation needs of new development should be met through the provision of a range of facilities associated with different transport modes including public transport, walking, cycling and parking provision. The level of parking provision will depend on the availability of alternative modes, having regard to the maximum standards adopted by West Berkshire Council. Standards below the maximum level may be applied in more accessible locations.

6.5.2 The move to maximum standards has removed the ability to take contributions in lieu of reduced on-site parking provision. However, contributions from developers will continue to be sought to ensure that any infrastructure relevant to the development is provided. All applications for development with significant transport implications will be required to be submitted with a full transport assessment which must illustrate accessibility to the site by all modes and the likely modal split of journeys to and from the site, together with details of proposed measures to improve access by public transport, walking and cycling. Where appropriate, the Council will expect applications to be accompanied by a travel plan which should detail the proposed strategy to manage parking demand on the site and provide appropriate provision for alternative modes of travel. Such plans may include phased proposals for reduced parking provision, for example, where improvements to public transport are proposed, or through other strategies that encourage the use of alternative modes of travel.