

West Berkshire Local Plan Review 2023-2041 (adopted June 2025)

Policy DM44

Parking

Parking provision in association with development will be required to ensure that all modes have the facilities they require and that the balance of provision of these facilities between different modes reflects the need for travel activity to minimise carbon emissions and environmental harm.

Cycle and motorcycle parking should have regard to the Council's 'Cycling and Motorcycling Advice and Standards for New Development'. This sets out design standards and expected levels of provision for different types of development.

Electric vehicle charging points will be required to be installed for all development in line with requirements of the English Building Regulations as a minimum. These charging points may vary from communal points where there are shared parking areas in non-residential developments or for developments of flats, to individual points associated with houses. Details of how these charging points should be delivered and where there are opportunities to go beyond the minimum standards are set out in the Council's guidance 'Electric Vehicle Charging Points for new development'. This must be taken into account when planning new development.

Non-Residential Parking

In addition to cycle and motorcycle parking and adequate provision of spaces for electric vehicles to plug-in, priority should be given to provision for other ultra-low emission vehicles, car sharing spaces and car club vehicles.

The level of vehicular parking required will be judged on a case by case basis and will take account of:

- a. The accessibility of the development;
- b. The type, mix and use of development;
- c. The availability of and opportunities for public transport;
- d. Local car ownership levels; and
- e. Other locally specific issues.

Residential Parking for New Development

The layout and design of parking spaces should take account of the parking design guidance included within the Council's 'Highway Design Guidance for Residential Development' in order that good quality homes and neighbourhoods are created.

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 settlements zone are detailed on the accompanying maps (as set out in Appendix 5) and Zone 3 covers all other parts of the District.

West Berkshire Local Plan Review 2023-2041 (adopted June 2025)

	Flats (+1 additional space per 5 flats for visitors)			Houses			
Bedrooms	1	2	3	1	2	3	4
Zone 1	0.75	1	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
Eastern urban settlements zone	1.5		2	1		2	3

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.

Houses of multiple occupation represent special cases and will be dealt with 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.

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.

Travel Plans

The levels of parking for different modes as set out in this policy are required irrespective of whether the implementation of travel plan measures are associated with any given development.

Travel plan measures will be required to be implemented in relation to most non-residential developments where a Transport Assessment is required as set out in policy SP19.

For residential developments of 60 or more dwellings travel plan measures will be required to be implemented. Where appropriate, any development below 60 dwellings may be requested to implement travel plan measures. The judgement regarding the need for travel plan measures lies with the Council and will take into account any relevant specific local circumstances.

Residential developments of 10 or more dwellings will be required to provide new residents with a travel information pack containing relevant details to inform residents of their travel choices and encourage sustainable travel.

Supporting Text

12.109 The provision of the appropriate levels of parking for different modes and purposes will remain a balancing act. Sufficient parking should be provided so that there is not an undue impact on the safety and operation of the surrounding local transport networks. However, the provision of plentiful parking spaces can encourage undesirable higher levels of car ownership and usage which does not accord with the Council's declared climate emergency.

12.110 The way in which different parking areas are designed are important factors in creating good quality environments in the areas where people work and especially where people live. The residential parking standards included in this policy, along with the West Berkshire Highway Design Guidance for Residential Development, seeks to ensure the delivery of good quality neighbourhoods for West Berkshire.

12.111 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 5.

12.112 The levels of parking for residential areas and the relevance of the zones have been developed following survey work from across the District covering different types of existing residential neighbourhoods.

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Table 8 Parking zones for residential areas

Zone	Description	Areas
Zone 1	Town Centre plus 5 minute walking zone	Newbury and Thatcham
Zone 2	Settlements including 500m buffer outside the adopted settlement boundary.	Not including areas within relevant zone 1, Newbury, Thatcham, Hungerford, Pangbourne and Theale within adopted settlement boundary, plus 500m buffer outside
Zone 3	Remainder of the District	All areas of the District not within Zone 1, Zone 2 or the Eastern urban settlements zone
Eastern urban settlements zone	Within the adopted settlement boundary of the Eastern Urban Area plus 500m buffer outside	Calcot, Tilehurst and Purley-on-Thames

12.113 The increased use of low emission vehicles will help contribute to the need to decarbonise the transport sector as part of tackling the global Climate Change issue. The UK Government currently has a target to ban the sale of new petrol and diesel cars from 2030. Therefore, the parking policy actively seeks the provision of electric vehicle charging points in both residential and non-residential developments. The provision of electric vehicle charging points in new developments was incorporated into the English Building Regulations in December 2021. The Council has also produced its own guidance for developers to help outline what the Council will expect to be provided.

12.114 Although around 80% of electric vehicle charging is expected to take place at home, there is a need to ensure that development assists in creating a more comprehensive public charging network, particularly in proximity to major route corridors and at leisure and retail areas. The Council will look for opportunities for development to contribute to the improvement of wider public charging networks where appropriate.