

This document is one of the supporting topic papers of West Berkshire Council's supplementary guidance series 'Delivering Investment from Growth – West Berkshire Council's approach to securing developer contributions towards local infrastructure, services and amenities'. It is intended as a guide for landowners, developers and residents and sets out how the Council will deal with planning applications where a contribution towards transport infrastructure and services will be sought.

1.0 Introduction

- 1.1 In considering planning applications for new development, the impact on the highway network will be assessed and consideration given as to how the impact could be overcome by planning conditions or by planning obligations.
- 1.2 Developments should also include full provision of integrated transport and safety measures, commensurate with the development proposed, including improvements to the public transport system in accordance with Government policy seeking reduction in reliance on the private car and increase in the use of alternative forms of transport, as set out in Planning Policy Guidance Notes 3 and 13.

2.0 Improvements to Transport Infrastructure – Provision and Contributions

- 2.1 Developers will be expected to provide on-site estate roads, footpaths, bridleways and cycleways, parking spaces, lighting, bus stops, lay-bys and associated landscaping in relation to the scale of the development proposed.
- 2.2 In addition, where appropriate, West Berkshire Council will seek contributions towards off-site improvements such as new and improved road infrastructure, traffic calming, public transport improvements, cycleways, footpaths, lighting and associated landscaping to mitigate the potential transport impact of a development and to provide other forms of transport. The Council may also in appropriate circumstances seek ongoing revenue contributions to fund the running of a service made necessary by the development. Contributions will be based on the approach set out in Table B of this paper.

Residential Development

- 2.3 Levels of contribution to transport infrastructure and service improvements are assessed having regard to the size of the development and the estimated increase in population and the estimated additional transport need and traffic generated.
- 2.4 Contributions towards transport services and infrastructure improvements may be sought from developments of 1 dwellings or more as set out in the Core Guidance paper.

Commercial Development

- 2.5 Contributions from industrial, commercial, retail and leisure developments may be sought in accordance with the thresholds set out in this SPG's Core Guidance paper Table 2. The level of contribution will be assessed having regard to the level of floorspace, the likely transport demands created and the character and volume of traffic likely to be generated.

3.0 Travel Plans

- 3.1 Travel Plans are likely to be sought on applications for retail, leisure, business, employment, health and educational development as appropriate and in particular for those that exceed the thresholds in Table A below. This includes applications for redevelopment, mixed use schemes, changes of use of buildings and applications to extend the duration of an existing planning permission. It may also be necessary for audits to be prepared covering road safety, motorbike, pedestrian and cycle provision.
- 3.2 The Council may seek contributions towards the costs of on-going monitoring of Travel Plans.

4.0 Public Transport

- 4.1 All development should be served by public transport, at a level equal to, or greater than, that identified in the Local Transport Plan and Bus Strategy.
- 4.2 All new or improved services resulting from developer contributions should seek to utilise low floor, low emission vehicles meeting the requirements of the Disability Discrimination Act. They should be designed so as to be accessible to a wider range of the community. Any bus stop infrastructure on, or adjacent to, the site should be fully compatible with the operation of low floor buses. The current standard is for a 180mm high kerb, which enables buses to stop parallel with the kerb, and with room adjacent to an area of hardstanding which can easily be accessed by disabled people from the footpath network.

Large Housing Developments (200 Units and above)

- 4.3 To ensure that the public transport service to a development meets the Council's objectives as identified in the Local Transport Plan and Bus Strategy, revenue contributions for a period of not less than five years, or an equivalent lump sum payable before commencement of any service that is necessary for the development to be acceptable in planning policy terms, will be required.
- 4.4 All public transport services provided should be available to the general public and should not undermine existing service provision, in accordance with sustainability objectives.
- 4.5 The Council can advise on the level of service provision that will be sought together with the necessary standards and definitions.

Other Housing Developments

- 4.6 The majority of household developments will not be large enough to generate the enhanced provision of public transport expected for large housing developments. However, the cumulative impact of smaller developments taken together will have an impact on the transport system requiring improvements.

Other Forms of Development

- 4.7 Contributions will be sought from other forms of development that will benefit from, and rely upon, service improvements or rely upon such access to achieve sustainable transport targets within approved travel plans.

5.0 Walking and Cycling

- 5.1 Improved pedestrian and cycling facilities will be sought for new development where appropriate. This may include pedestrian priority measures, pedestrian friendly crossing, traffic calming, cycleways and staff shower facilities at large industrial, commercial, retail and leisure developments.

6.0 Accessibility

- 6.1 Improvements will be expected to provide for safe access for people with disabilities, the elderly and the sick, and those with young children, in accordance with West Berkshire Council's standards of accessibility.

7.0 Contacts

For further information please contact:

Highways and Engineering Service
West Berkshire Council
Council Offices
Faraday Road
Newbury
RG12 2AF

Tel: (01635) 42400

Table A: Travel plan criteria

Travel plans will be sought where there are significant implications for transport. The table below indicates the approximate size of development above which travel plans will normally be sought.

Development Type	Size thresholds	Sought
Retail or Leisure	> 1000m ² gross floorspace	A Travel Plan
Business (Class B1), Health or Educational	> 2500m ² gross floorspace	
Employment (Class B2)	> 5000m ² gross floorspace	
Employment (Class B8)	> 10000m ² gross floorspace	
A Travel Plan may also be sought below these thresholds if <ul style="list-style-type: none"> • the locality has been identified for traffic reduction or sustainable transport promotion; • a proposal would result in a particular local problem that can be overcome by a Travel Plan; • the proposal is one, which cumulatively with others in a locality, would be a major travel generator; • a proposal is in close proximity to a development or developments with an existing travel plan and can be integrated with it (e.g. by payment of pro-rata contributions). 		

Table B
Development Control (Highways)
Design Standards & Typical Level of Contribution for Land Uses

Class	Development	£ per sqm	£ per bed
A1	Food	>85	
A1	Bulky Goods	40-80	
A2	Office	40-50	
A3	Food/Drink	*	
B1a	Office	50	
B1b	Business	40-50	
B1c	Light Ind.	30-40	
B2	Industrial	20-40	
B8	Warehouse	20-35	
C2	Hosp/Hotel	15-30	700-1000
C3	Residential		500-800
D1	Education	15-30	
D2	Social	25+	
SG	Other	15-30	

* determine in each case

Residential Parking

Unit Size	Persons/HH	Cars	Allocated	Communal
1 Bed	1.4	0.84	1.00	0.00
2 Bed	1.9	1.14	1.00	0.20
3 Bed	2.3	1.38	1.00	0.40
4 Bed	2.8	1.68	1.00	0.70
5 Bed	3.3	1.98	2.00	0.00
Average	2.5	1.50	1.5/HH	

Small Developments

Typical contribution per bus passenger (AM Peak) = £3500 urban, £7000 rural
Assume public transport provision to be 6% of staff/residents; 10-20% of pupils;
Road Safety Improvements costs itemised below
Contribution of around £1,700 per car/parking space
Contribution of around £2500 per HGV/lorry space
Garage Sizes: absolute minimum 2.5 x 5.0m internal; Desirable 2.9 x 5.6m

Notes

* Services should include evenings and weekends
usually includes shift work thus services may need to reflect this
Cycle Parking provision for not less than 10% staff; 25% pupils; 10% of car parking provision
Changing room provision should be for 5% of staff (10% cycle, 30 mins change time)
Shower provision for 2.5% of staff (10% cycle, 15 mins shower time)
Locker provision to be not less than 10% of staff
The above cycle provisions relate to the National Cycling Strategy

Traffic Claming

800 Cushions
(pair)

1200 Humps
2000 Table Tops
4 to 8000 Plateaus
6 to 8000 Central island/Pedestrian Refuge
10000+ Mini Roundabout
2000 Chicane
3000+ Gateways