

Appendix E

Background information to support policy on
residential parking standards

Residential Parking Policy for New Development

Background Topic Paper

July 2014

1 Introduction

- 1.1 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. This document provides the background to the development of a proposed Residential Parking Policy for new development in West Berkshire.
- 1.2 Car parking standards are considered as well as a number of other factors related to parking and travel activities resulting from new residential development. These are not limited to cars and include cycle and motorcycle parking, electric charging points, parking management plans and general design considerations.
- 1.3 The Council's parking standards require updating following the introduction of the National Planning Policy Framework (NPPF), the deletion of Planning Policy Guidance 13 on Transport and to take account of a range of other publications (including the national Planning Practice Guidance) which reflect best practice.
- 1.4 Another reason for developing a new residential parking policy is to address implementation issues that have arisen due to the current policy.
- 1.5 The following information provides details relating to the current policy, the national framework, factors considered when developing new car parking standards and other issues relevant to the new proposed policy. The overall aim of the proposed policy is for adequate parking to be provided at residential properties, with other measures in place to encourage people to consider sustainable modes of travel for their local and everyday journeys where possible.

2 Current approach to residential parking standards

- 2.1 Currently the policy for residential parking standards is 1.5 spaces per unit average across the District. This is the same for flats and houses and does not change with location or size of dwelling.
- 2.2 The use of this District wide policy can be problematic in terms of consistency and transparency of decision making and it does not provide the level of detail that developers, in particular, seek when designing residential developments.

3 New approach to residential parking standards

- 3.1 In seeking to develop more detailed parking standards for residential development the following elements have been taken into account. This includes consideration of the advice contained within NPPF (para. 39).
 - Accessibility of the development including -
 - Location

- Availability of and opportunities for public transport / car clubs
- Size, type, mix and use of the development
- Local car ownership levels
- Levels of parking provision at existing local developments
- Overall need to reduce the use of high-emission vehicles

3.2 In terms of the **accessibility** of location the following factors have been taken into consideration:

LDF settlement hierarchy (see map Appendix 1a) The settlement hierarchy gives a good indication of the overall accessibility of services and facilities available in these locations.

- Urban Area (Newbury, Thatcham, Eastern Urban Area)
- Rural Service Centre (Hungerford, Lambourn, Pangbourne, Theale, Burghfield Common and Mortimer)
- Service Village (Compton, Chieveley, Hermitage, Cold Ash, Bradfield Southend, Aldermaston, Woolhampton, Kintbury, Great Shefford)

Accessibility modelling (example map Appendix 1b)

- Modelled using Accession software
- ‘Accession’ models the accessibility of an origin (e.g. Household) to a destination (e.g. urban centre) by public transport and walking. The results can be produced as a percentage of households that can reach the destination within a set time (e.g. 30 mins) or as a contour map.

Acceptable Walking Distances (example map Appendix 1c)

- As set out by the Chartered Institute of Highways and Transport (CIHT) in 2000

	Desired	Preferred	Preferred Maximum
Town Centre	200m	400m	800m

3.3 In terms of **local car ownership** levels, the 2011 census data has been used to look at this information at ward level. *Appendix 1d* shows car ownership levels across the District.

3.4 **Neighbouring areas:** Whilst the Council should set standards that are considered appropriate and justified for West Berkshire, where there are adjacent residential areas in other authorities we need to be aware of their standards in case they cause a problem for our residents.

The only area where this is directly relevant is the boundary with Reading Borough Council. They have designated Tilehurst and Southcote (the areas bordering West Berkshire) as ‘Zone 3’ within their standards. This means their standards for this area are:

	Flat		Houses			
	1 – 2 Bed	3+ bed	1 bed	2 bed	3 bed	4+ bed
Zone 3	1.5	2	1	1.5	2	2

- 3.5 The **size and type of dwelling** have an influence on the level of parking provided and how it is provided – allocated or unallocated / shared parking. The need for visitor parking also needs to be considered particularly for developments of flats.
- 3.6 **Levels of parking provision at existing developments** is an important consideration when looking at how well (or otherwise) the current policy is working and how a new policy could be developed.

Parking surveys have been carried out at 18 locations across the District. These have covered rural areas and urban areas (including town centre developments) and a mix of flats and houses.

The aim of the surveys (carried out in the evenings on a weekday and a weekend) was to look at the number of cars parked, whether they were in official parking spaces or not and establish whether developments were providing the right number of parking spaces and in the right way.

A summary of the results is included in Appendix 1e. Some useful findings coming out of the survey have been used to influence the proposed residential parking policy. These relate to design (rear parking courts for example are poorly used), the use of garages for parking and the need for different approaches in different areas.

4 Proposed new parking standards

- 4.1 The proposed new standards for residential parking taking into account the approach set out in section 3 above, are based on a number of zones and take into account the size and type of dwelling.
- 4.2 Settlement boundaries and town centre commercial areas have been taken into account in the development of the proposed four zones as well as the evidence set out above and in Appendices 1a to 1e.
- 4.3 The two tables below set out the zones and the proposed standards. The zones are also included on the maps at Appendices 2a to 2e.

Table 1: Parking Zones

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)
Zone 3	30 min walk to services and amenities or Urban Area or Rural Service Centre	Outer Newbury Outer Thatcham Theale Pangbourne Hungerford Lambourn Burghfield Common Mortimer
Zone 4	Service Village / Other	All areas not mentioned above

Table 2: Proposed parking standards

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

5 Other important considerations for a residential parking policy

- 5.1 There are a number of other areas that were considered important to be included in the proposed residential parking policy. The following paragraphs outline these areas and the approach the proposed policy takes.
- 5.2 **Design of parking provision:** The layout and design of parking spaces is important and should follow the parking design guidance from the Building for Life Partnership, 2012 (Appendix 3) and principles contained in Manual for Streets in order that good quality homes and neighbourhoods are created.
- 5.3 **Garages and Car Ports:** In many cases garages are not used for the parking of vehicles. They are often used for storage and can, in many cases, under permitted development rights be converted into living spaces without the need for planning permission. This leads to a permanent loss of the parking provision and can result in parking problems in developments where the garages have been included in the parking allocation.

Garages will not usually be counted as a parking space for the parking provision for new development. Garages can still be provided in addition to the number of spaces set out in the policy and the recommended internal

measurements in order for them to be practical and used for the parking of a vehicle is 3m x 6m. Well designed car ports will be accepted as a parking space.

- 5.4 Where there is high demand for on-street parking spaces a number of **Residential Parking Zones** have been implemented across the District. New development in these areas can put additional pressure on the available parking especially where there is an intensification of development (e.g. conversion of a house to multiple units).

Additional consideration in relation to parking will be required for development proposed in these areas. This is so that the ratio of spaces and permits within a Residential Parking Zone (RPZ) are maintained at an acceptable level.

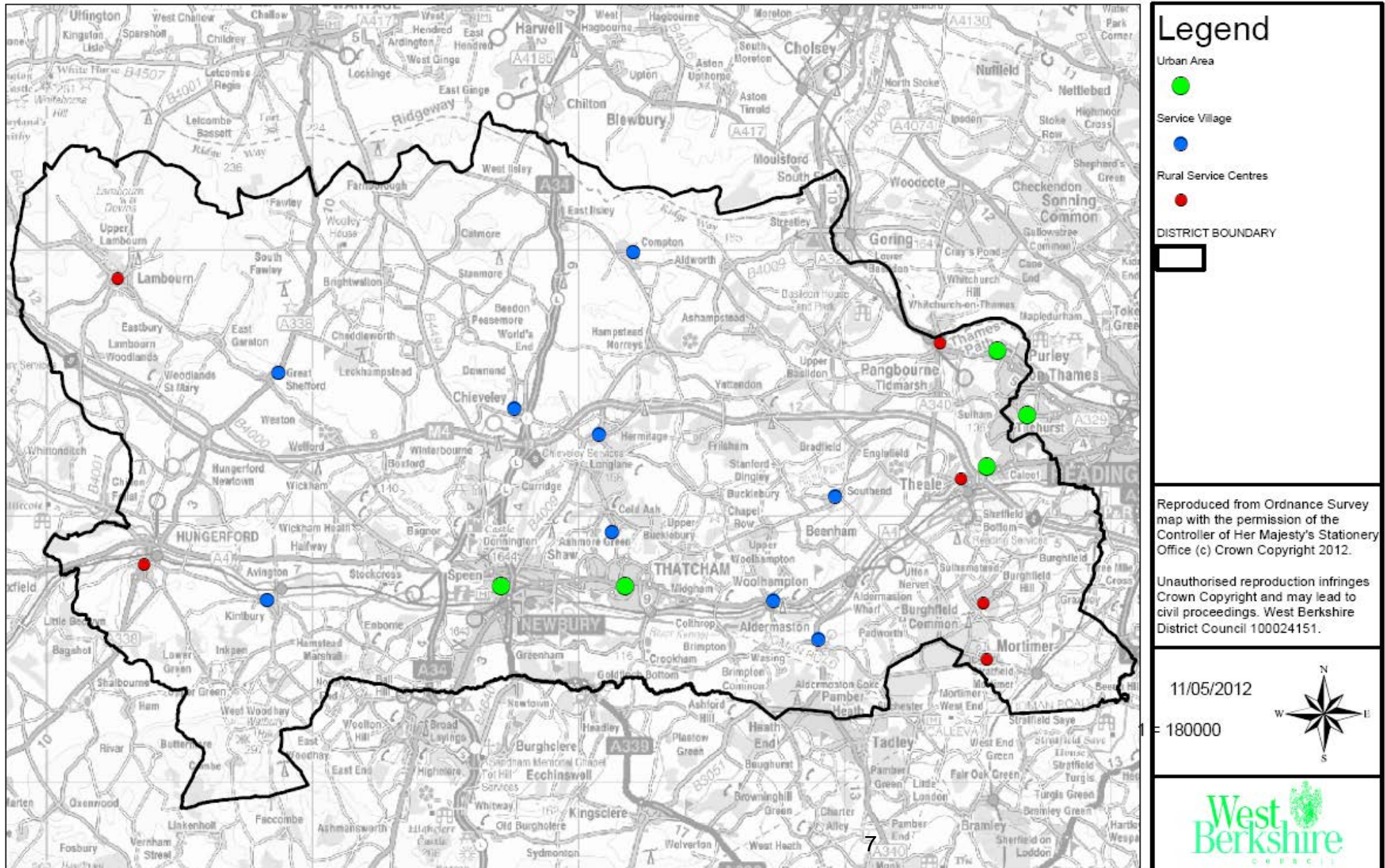
New developments which increase the number of residential units in a RPZ would be required to provide the level of parking as set out in the Residential Parking Policy (in the same way development in any area will be required to meet these standards). The residents of these new developments will not be eligible for a residential parking permit under the Residents' Parking Scheme. They would, however, be entitled to apply for visitor permits. This will be made clear at the time of permission being granted for such residential development through an informative on the Planning Decision Notice.

- 5.5 **Electric charging points** should be installed for new residential developments. It is easier to provide the infrastructure during construction than to retrofit it at a later date. 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.
- 5.6 **Cycle and Motorcycle Parking Standards** and design guidance should also be included in a policy relating to residential development. Cycle parking is an important way of promoting sustainable travel and needs to be incorporated into all new development. The Cycle Parking Guidance developed in June 2008 has been updated and will be consulted on during the summer of 2014 so that it can be finalised and referred to in the new residential parking policy

Appendix 1a - d
Background Information

Appendix 1a

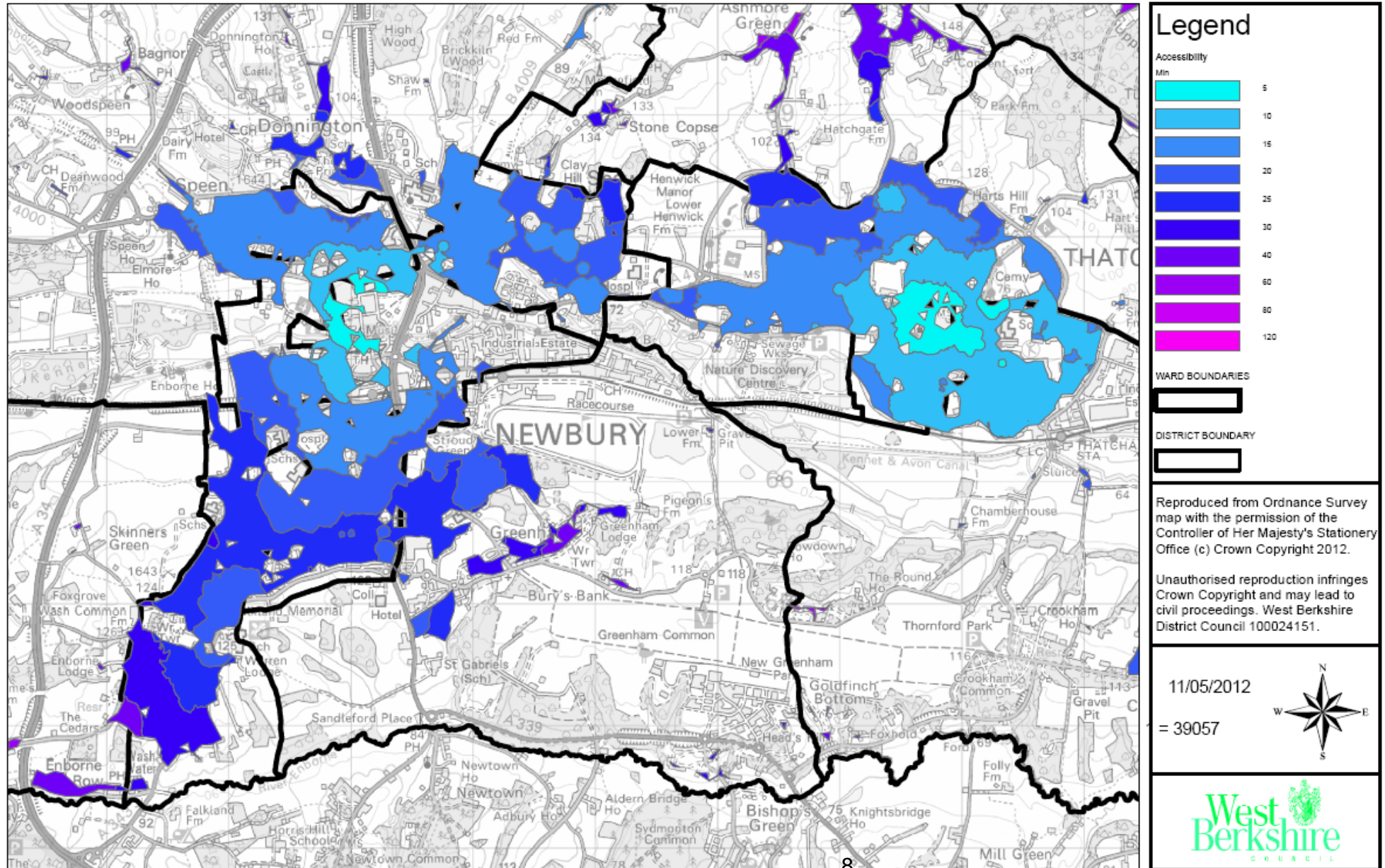
Settlement Hierarchy



Appendix 1b

Access to Urban Areas (Households)

Newbury & Thatcham



Appendix 1c

Acceptable Walking Distances (to Town Centres)

(CIHT, 2000)



Legend

Town Centre (m)

- 200
- 400
- 800

DISTRICT BOUNDARY

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Appendix 1d (car ownership)

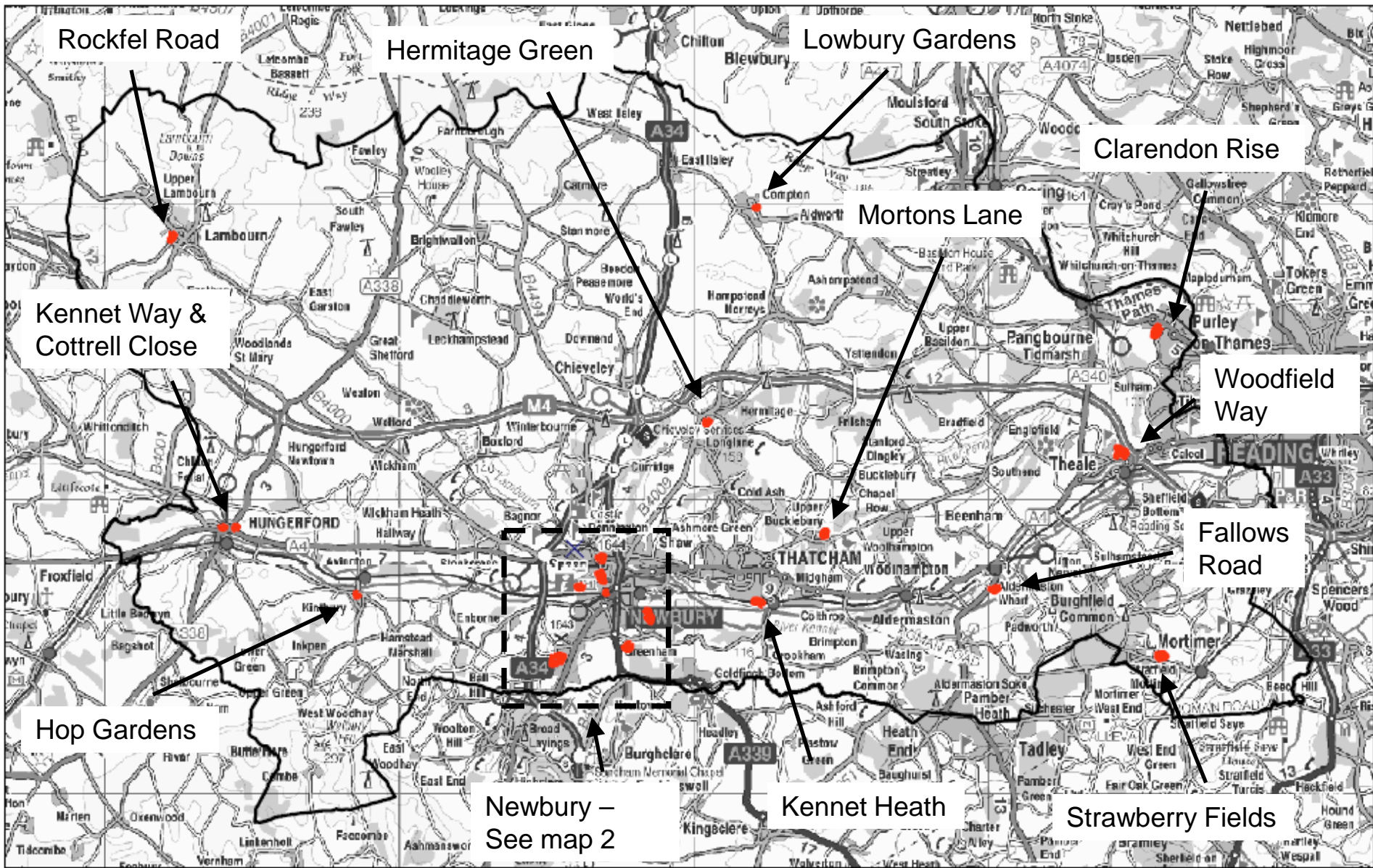
Average Car Ownership by Ward

2011 Census Data



Appendix 1e
Parking Survey Results

Map 1 - Residential Parking Surveys – West Berkshire



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Map 2 - Residential Parking Surveys - Newbury

Old College Road

Crawford Place

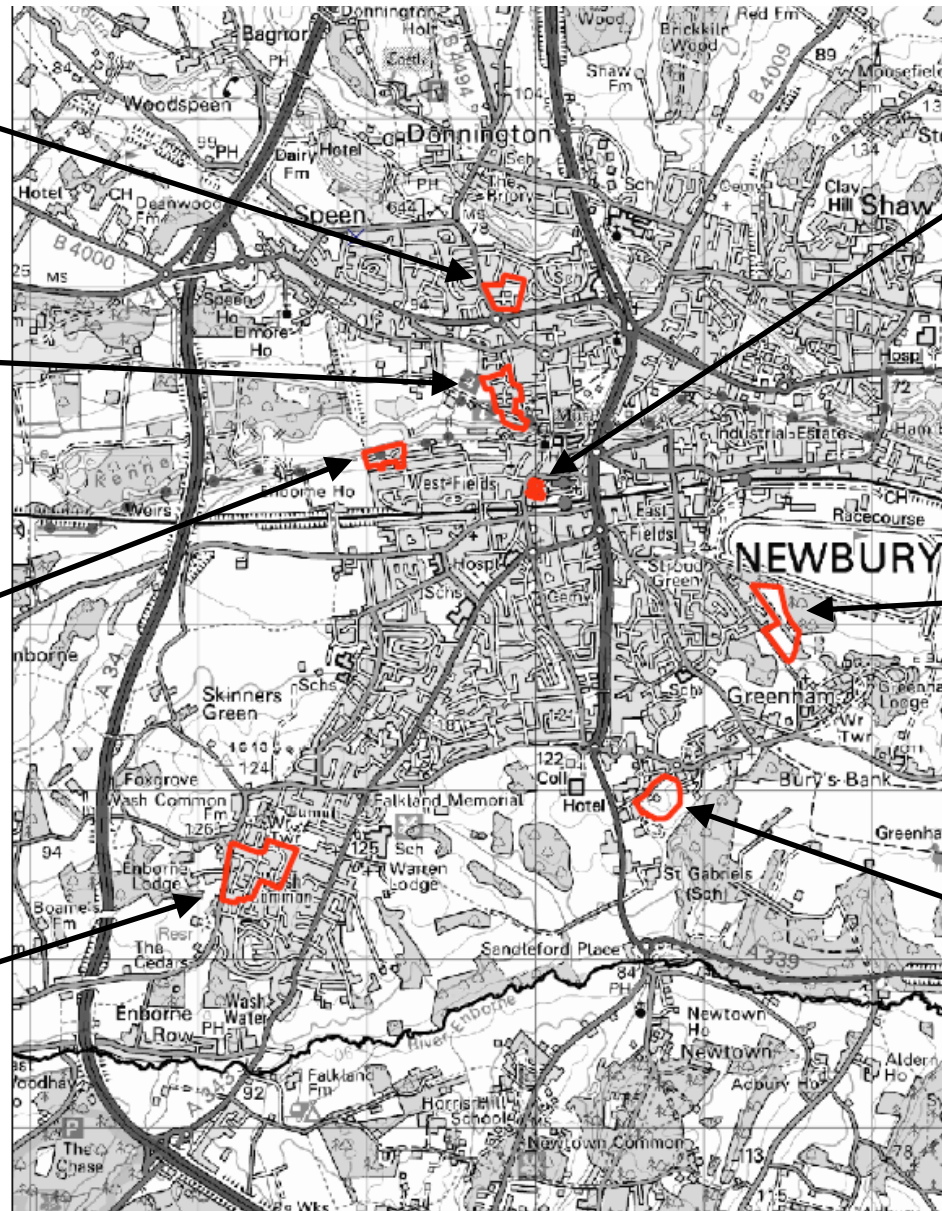
Butson Close & Lipscombe Close

Meyrick Drive & Glendale Avenue

Imperial Court & Bartholomew Court

Mandarin Drive

Montague Drive & Laurel Gardens



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Old College Drive, Newbury



Number of dwellings	139
Available Parking Spaces	171
Parked Vehicles	121
Actual Parking Spaces per dwelling	0.9
Available Parking spaces per dwelling*	1.2
Garages (Conversions)	58 (4)



Legend

Cars Parked

- On Road (16)
- On Driveway (38)
- On Footpath (1)
- On Road / Footpath (1)
- In Residential Parking(63)

LGV Parked

- On Road (2)
- On Driveway (6)
- On Footpath (0)
- On Road / Footpath (0)
- In Residential Parking (2)

Other Parked Vehicles

- Caravan on Driveway (0)

Residential Parking Spaces (119)

Properties

- Single Garage (57)
- Double Garages (1)
- Garage Conversions (4)

Driveways

- Properties with Driveways (38)
- Driveways with 1 space (24)
- Driveways with 2 spaces (9)
- Driveways with 3 spaces (3)
- Driveways with 4 spaces (0)
- Driveways with 5+ spaces (2)

Kennet Heath, Thatcham



- On Road (16)
- On Driveway (68)
- On Footpath (2)
- On Road / Footpath (64)
- In Residential Parking(44)

- LGV Parked
- On Road (1)
- On Driveway (0)
- On Footpath (0)
- On Road / Footpath (4)
- In Residential Parking (0)

- Other Parked Vehicles
- Caravan on Driveway (1)
- Residential Parking Spaces (93)

- Properties
- Single Garage (48)
- Double Garages (1)
- Carport (25)
- Garage Conversions (0)

- Driveways
- Properties with Driveways (50)
- Driveways with 1 space (43)
- Driveways with 2 spaces (6)
- Driveways with 3 spaces (1)
- Driveways with 4 spaces (0)



Number of dwellings	79
Available Parking Spaces (ex. Garages)	175
Parked Vehicles	186
Actual Parking Spaces per dwelling	2.3
Available Parking spaces per dwelling*	2.2
Garages (Conversions)	49 (0)

Hermitage Green, Hermitage



Legend

Cars Parked

- On Road (12)
- On Driveway (75)
- On Footpath (3)
- On Road / Footpath (0)
- In Residential Parking (18)

LGV Parked

- On Road (1)
- On Driveway (0)
- On Footpath (0)
- On Road / Footpath (0)
- In Residential Parking (0)

Other Parked Vehicles

- Caravan on Driveway (0)

Residential Parking Spaces (26)

Properties

- Single Garage (20)
- Double Garages (9)
- Garage Conversions (1)

Driveways

- Properties with Driveways (51)
- Driveways with 1 space (10)

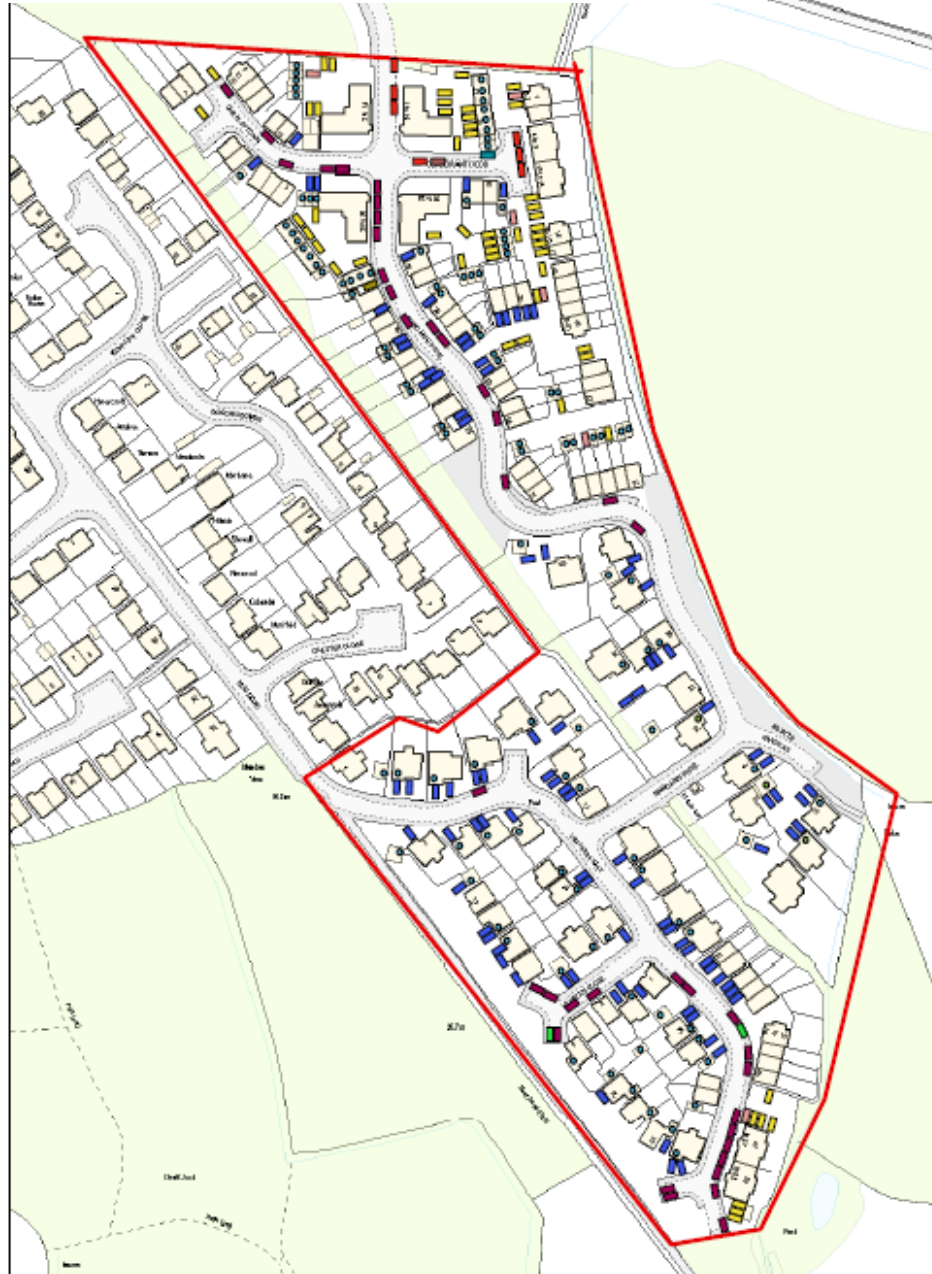
Number of dwellings	69
Available Parking Spaces	118
Parked Vehicles	107
Actual Parking Spaces per dwelling	1.6
Available Parking spaces per dwelling*	1.7
Garages (Conversions)	29 (1)



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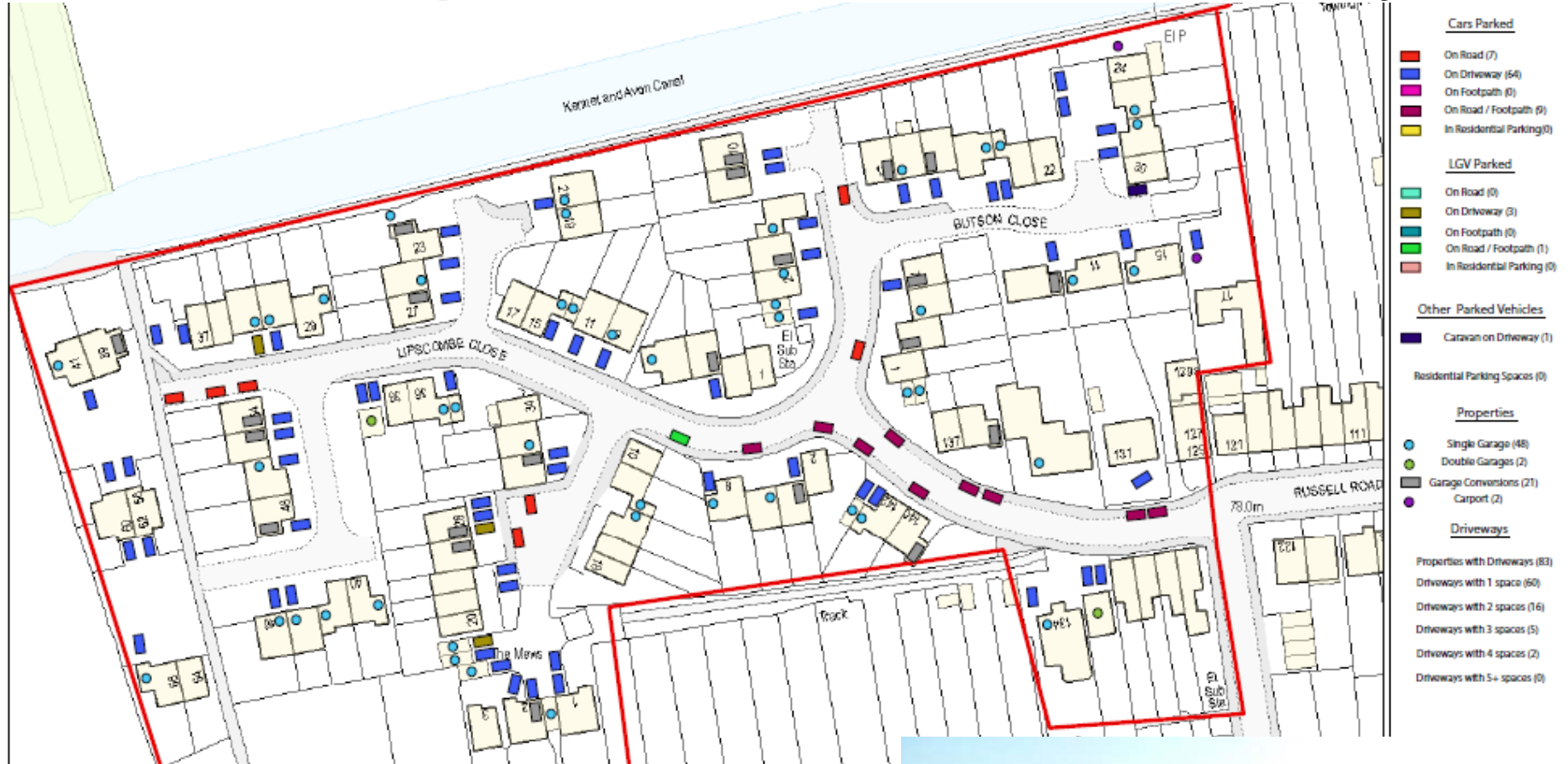
Mandarin Drive, Greenham

Number of dwellings	180
Available Parking Spaces	206
Parked Vehicles	209
Actual Parking Spaces per dwelling	1.2
Available Parking spaces per dwelling*	1.1
Garages (Conversions)	109 (0)



- Legend**
- Cars Parked**
 - On Road (7)
 - On Driveway (25)
 - On Footpath (1)
 - On Road / Footpath (28)
 - In Residential Parking (5)
 - LGV Parked**
 - On Road (5)
 - On Driveway (1)
 - On Footpath (1)
 - On Road / Footpath (2)
 - In Residential Parking (5)
 - Other Parked Vehicles**
 - Caravan on Driveway (0)
 - Motorbike (1)
 - Residential Parking Spaces (0)
 - Properties**
 - Single Garage (106)
 - Double Garages (3)
 - Garage Conversions (3)
 - Driveways**
 - Properties with Driveways (74)
 - Driveways with 1 space (26)
 - Driveways with 2 spaces (42)
 - Driveways with 3 spaces (2)
 - Driveways with 4 spaces (2)
 - Driveways with 5+ spaces (0)

Butson & Lipscomb Close, Newbury



Number of dwellings	79
Available Parking Spaces	106
Parked Vehicles	87
Actual Parking Spaces per dwelling	1.1
Available Parking spaces per dwelling*	1.4
Garages (Conversions)	48 (21)



Imperial and Bartholomew Court, Newbury



Legend

Cars Parked

- On Road (0)
- On Driveway (0)
- On Footpath (0)
- On Road / Footpath (0)
- In Residential Parking (46)

LGV Parked

- On Road (0)
- On Driveway (0)
- On Footpath (0)
- On Road / Footpath (0)
- In Residential Parking (2)

Other Parked Vehicles

- Caravan on Driveway (0)
- Motorbike (3)
- Residential Parking Spaces (85)

Properties

- Single Garage (0)
- Double Garages (0)
- Garage Conversions (0)

Number of dwellings	81
Available Parking Spaces	85
Parked Vehicles	49
Actual Parking Spaces per dwelling*	0.6
Available Parking spaces per dwelling	1.0



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Mortons Lane, Upper Bucklebury

Number of dwellings	40
Available Parking Spaces	60
Parked Vehicles	45
Actual Parking Spaces per dwelling	1.1
Available Parking spaces per dwelling*	1.5
Garages (Conversions)	32 (0)



Legend

Cars Parked

- On Road (2)
- On Driveway (26)
- On Footpath (1)
- On Road / Footpath (6)
- In Residential Parking (6)

LGV Parked

- On Road (0)
- On Driveway (1)
- On Footpath (0)
- On Road / Footpath (0)
- In Residential Parking (0)

Other Parked Vehicles

- Caravan on Driveway (0)

Residential Parking Spaces (9)

Properties

- Single Garage (23)
- Double Garage (8)
- Triple Garage (1)
- Garage Conversions (0)

Driveways

Properties with Driveways (27)

- Driveways with 1 space (3)
- Driveways with 2 spaces (8)
- Driveways with 3 spaces (8)
- Driveways with 4 spaces (7)
- Driveways with 5+ spaces (1)



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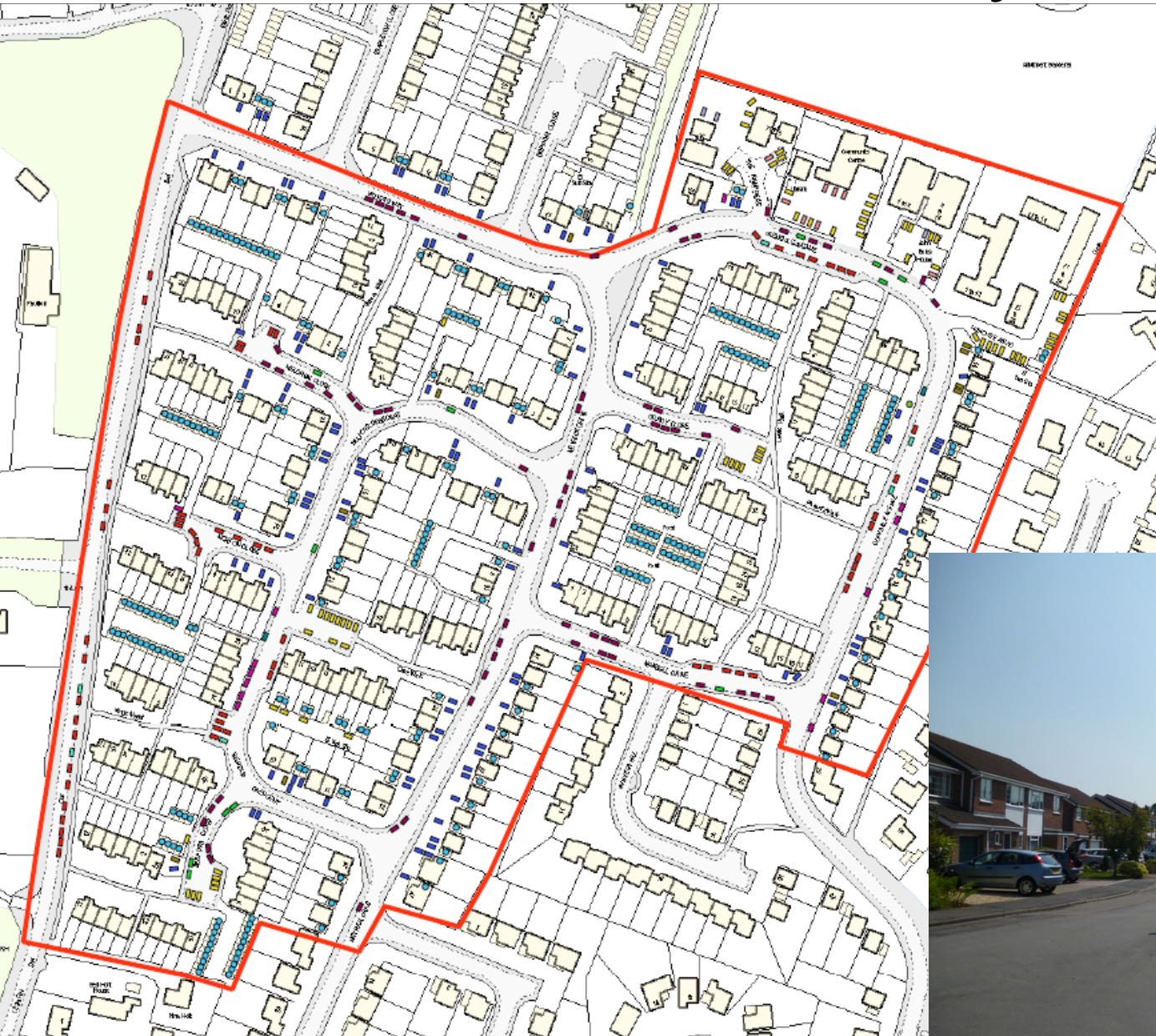
Crawford Place, Newbury

Number of dwellings	228
Available Parking Spaces	301
Parked Vehicles	200
Actual Parking Spaces per dwelling	0.9
Available Parking spaces per dwelling*	1.3
Garages (Conversions)	79 (7)



Wash Common, Newbury

Number of dwellings	326
Available Parking Spaces	331
Parked Vehicles	385
Actual Parking Spaces per dwelling	1.2
Available Parking spaces per dwelling*	1.0
Garages (Conversions)	272 (2)

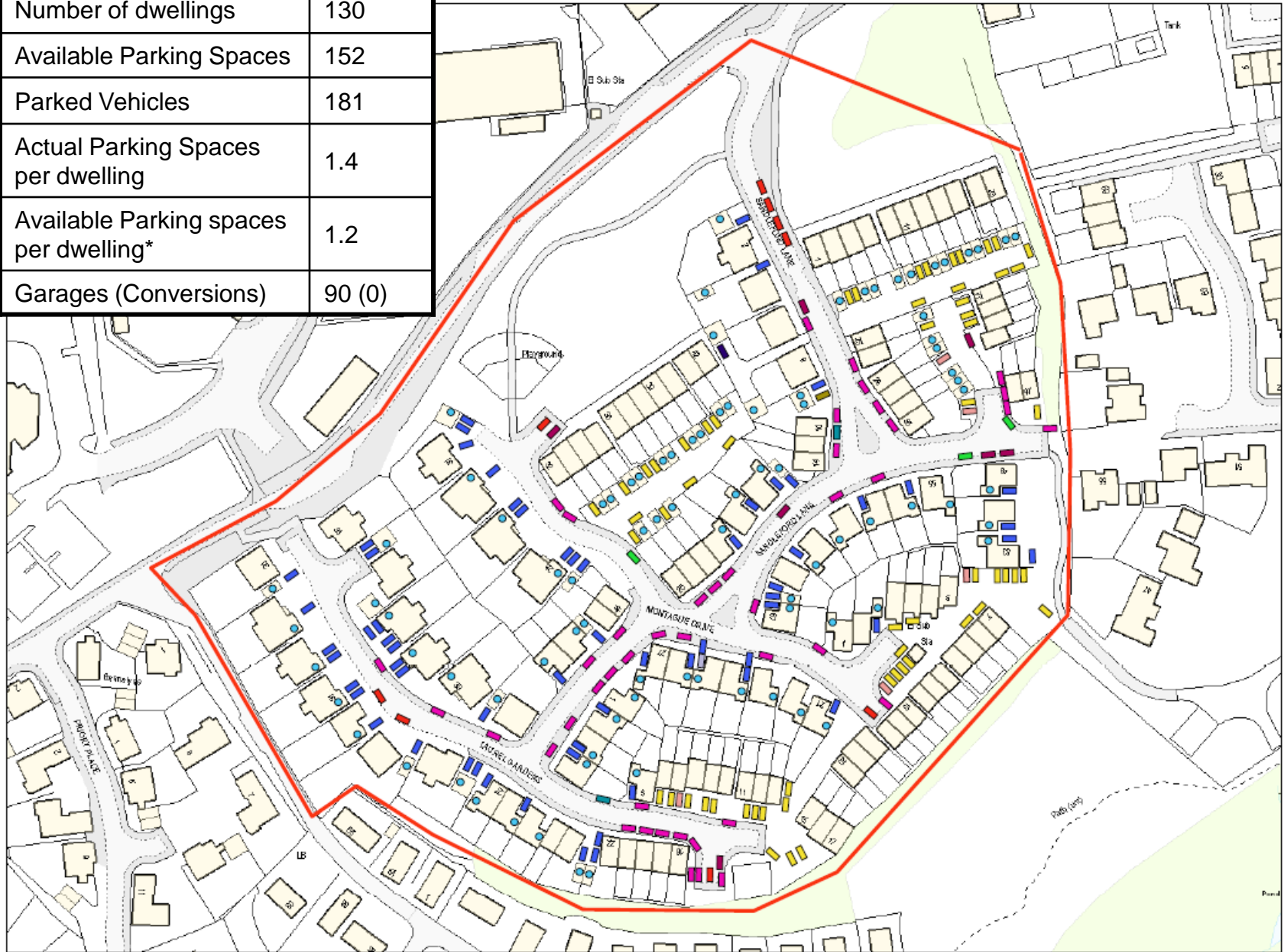


- Caravan on Driveway (0)
- Motorbike on Driveway (3)
- Residential Parking Spaces (103)
- Properties**
- Single Garage (272)
- Double Garages (1)
- Garage Conversions (2)
- Driveways**



Montague Drive & Laurel Gardens, Newbury

Number of dwellings	130
Available Parking Spaces	152
Parked Vehicles	181
Actual Parking Spaces per dwelling	1.4
Available Parking spaces per dwelling*	1.2
Garages (Conversions)	90 (0)



Legend

Cars Parked

- On Road (9)
- On Driveway (63)
- On Footpath (44)
- On Road / Footpath (7)
- In Residential Parking (59)

LGV Parked

- On Road (0)
- On Driveway (1)
- On Footpath (2)
- On Road / Footpath (3)
- In Residential Parking (5)

Other Parked Vehicles

- Caravan on Driveway (1)
- Motorbike on Driveway (1)

Residential Parking Spaces (71)

Properties

- Single Garage (90)
- Double Garages (0)
- Garage Conversions (0)

Driveways

- Properties with Driveways (60)
- Driveways with 1 space (39)
- Driveways with 2 spaces (20)
- Driveways with 3 spaces (1)
- Driveways with 4 spaces (0)
- Driveways with 5+ spaces (0)

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Woodfield Way, Theale



Number of dwellings	215
Available Parking Spaces	335
Parked Vehicles	269
Actual Parking Spaces per dwelling	1.2
Available Parking spaces per dwelling*	1.6
Garages (Conversions)	138 (8)

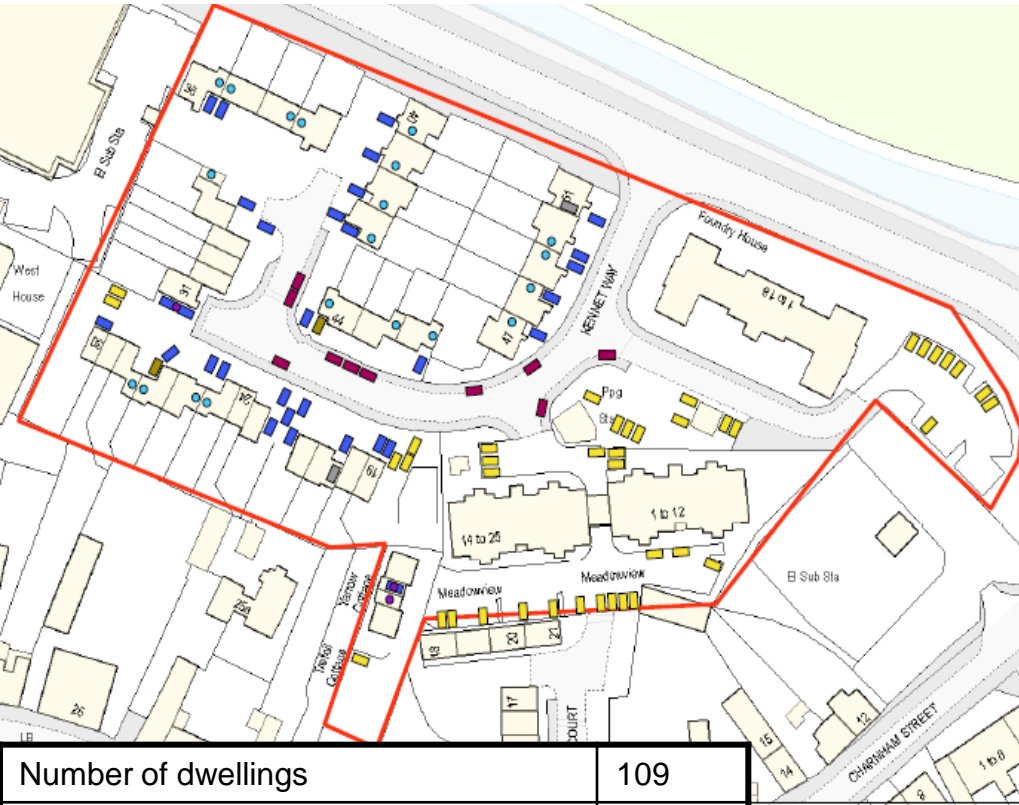


- Motorbike on Driveway (2)
 - Residential Parking Spaces (11)
- Properties**
- Single Garage (130)
 - Double Garages (8)
 - Garage Conversions (8)
- Driveways**
- Properties with Driveways (138)
 - Driveways with 1 space (51)
 - Driveways with 2 spaces (77)
 - Driveways with 3 spaces (7)
 - Driveways with 4 spaces (2)
 - Driveways with 5+ spaces (1)

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Kennet Way & Cottrell Close, Hungerford



Number of dwellings	109
Available Parking Spaces	158
Parked Vehicles	126
Actual Parking Spaces per dwelling	1.2
Available Parking spaces per dwelling*	1.8
Garages (Conversions)	36 (4)
Car Ports	3

Hop Gardens, Kintbury



Number of dwellings	36
Available Parking Spaces	50
Parked Vehicles	50
Actual Parking Spaces per dwelling	1.2
Available Parking spaces per dwelling*	1.5
Garages (Conversions)	36 (4)
Car Ports	0



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Rockfel Road, Lambourn



- cars Parked**
- On Road (5)
- On Driveway (42)
- On Footpath (1)
- On Road / Footpath (10)
- In Residential Parking (20)
- LGV Parked**
- On Road (5)
- On Driveway (8)
- On Footpath (0)
- On Road / Footpath (1)
- In Residential Parking (0)
- Other Parked Vehicles**
- Caravan on Driveway (1)
- Residential Parking Spaces (30)
- Properties**
- Single Garage (52)
- Double Garages (4)
- Garage Conversions (1)
- Carport (0)
- Driveways**
- Properties with Driveways (49)
- Driveways with 1 space (30)
- Driveways with 2 spaces (14)
- Driveways with 3 spaces (4)
- Driveways with 4 spaces (0)
- Driveways with 5+ spaces (1)

Number of dwellings	86
Available Parking Spaces	98
Parked Vehicles	93
Actual Parking Spaces per dwelling	1.1
Available Parking spaces per dwelling*	1.1
Garages (Conversions)	58 (1)

Clarendon Rise, Tilehurst / Purley-on-Thames)

Number of dwellings	165
Available Parking Spaces	188
Parked Vehicles	206
Actual Parking Spaces per dwelling	1.2
Available Parking spaces per dwelling*	1.1
Garages (Conversions)	58 (0)
Car Ports	1



Fallows Road, Aldermaston



Number of dwellings	118
Available Parking Spaces	158
Parked Vehicles	134
Actual Parking Spaces per dwelling	1.1
Available Parking spaces per dwelling*	1.3
Garages (Conversions)	31 (0)
Car Ports	15

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Strawberry Fields, Mortimer



Cars Parked

- On Road (4)
- On Driveway (89)
- On Footpath (1)
- On Road / Footpath (39)
- In Residential Parking (24)

LGV Parked

- On Road (0)
- On Driveway (1)
- On Footpath (0)
- On Road / Footpath (2)
- In Residential Parking (2)

Other Parked Vehicles

- Caravan on Driveway (0)

Residential Parking Spaces (43)

Properties

- Single Garage (48)
- Double Garages (15)
- Garage Conversions (0)
- Carport (23)

Driveways

- Properties with Driveways (87)
- Driveways with 1 space (51)
- Driveways with 2 spaces (31)

Number of dwellings	124
Available Parking Spaces	189
Parked Vehicles	152
Actual Parking Spaces per dwelling	1.2
Available Parking spaces per dwelling*	1.5
Garages (Conversions)	63 (0)
Car Ports	23

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Lowbury Gardens, Compton

Number of dwellings	32
Available Parking Spaces	45
Parked Vehicles	40
Actual Parking Spaces per dwelling	1.2
Available Parking spaces per dwelling*	1.4
Garages (Conversions)	16 (0)



- Single Garage (16)
 - Double Garages (0)
 - Garage Conversions (0)
 - Carport (2)
- Driveways
- Properties with Driveways (16)
 - Driveways with 1 space (10)
 - Driveways with 2 spaces (6)
 - Driveways with 3 spaces (0)



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Residential Parking Survey Results Summary

Site	Area	Number of Dwellings	Number of Parking Spaces Available	Number of parked Cars	Actual Parking level per dwelling	Available Parking Spaces per dwelling*
Old College Road	Newbury	139	171	121	0.9	1.2
Butson & Lipscombe Close	Newbury	79	106	87	1.1	1.4
Imperial & Bartholomew Court	Newbury	81	85	49	0.6	1.0
Crawford Place	Newbury	228	301	200	0.9	1.3
Wash Common	Newbury	326	331	385	1.2	1.0
Montague Drive & Laurel Gardens	Greenham	130	152	181	1.4	1.2
Mandarin Drive	Greenham	180	206	209	1.2	1.1
Kennet Heath	Thatcham	79	175	186	2.3	2.2
Clarendon Rise	Tilehurst	165	188	206	1.2	1.1
Woodfield Way	Theale	215	335	269	1.2	1.6
Kennet Way & Cottrell Close	Hungerford	109	161	126	1.2	1.5
Rockfel Road	Lambourn	86	98	93	1.1	1.1
Strawberry Fields	Mortimer	124	189	152	1.2	1.5
Hermitage Green	Hermitage	69	118	107	1.6	1.7
Lowbury Gardens	Compton	32	45	40	1.2	1.4
Hop Gardens	Kintbury	36	50	50	1.4	1.4
Fallows Road	Aldermaston Wharf	118	158	134	1.1	1.3
Mortons Lane	U. Bucklebury	40	60	45	1.1	1.5

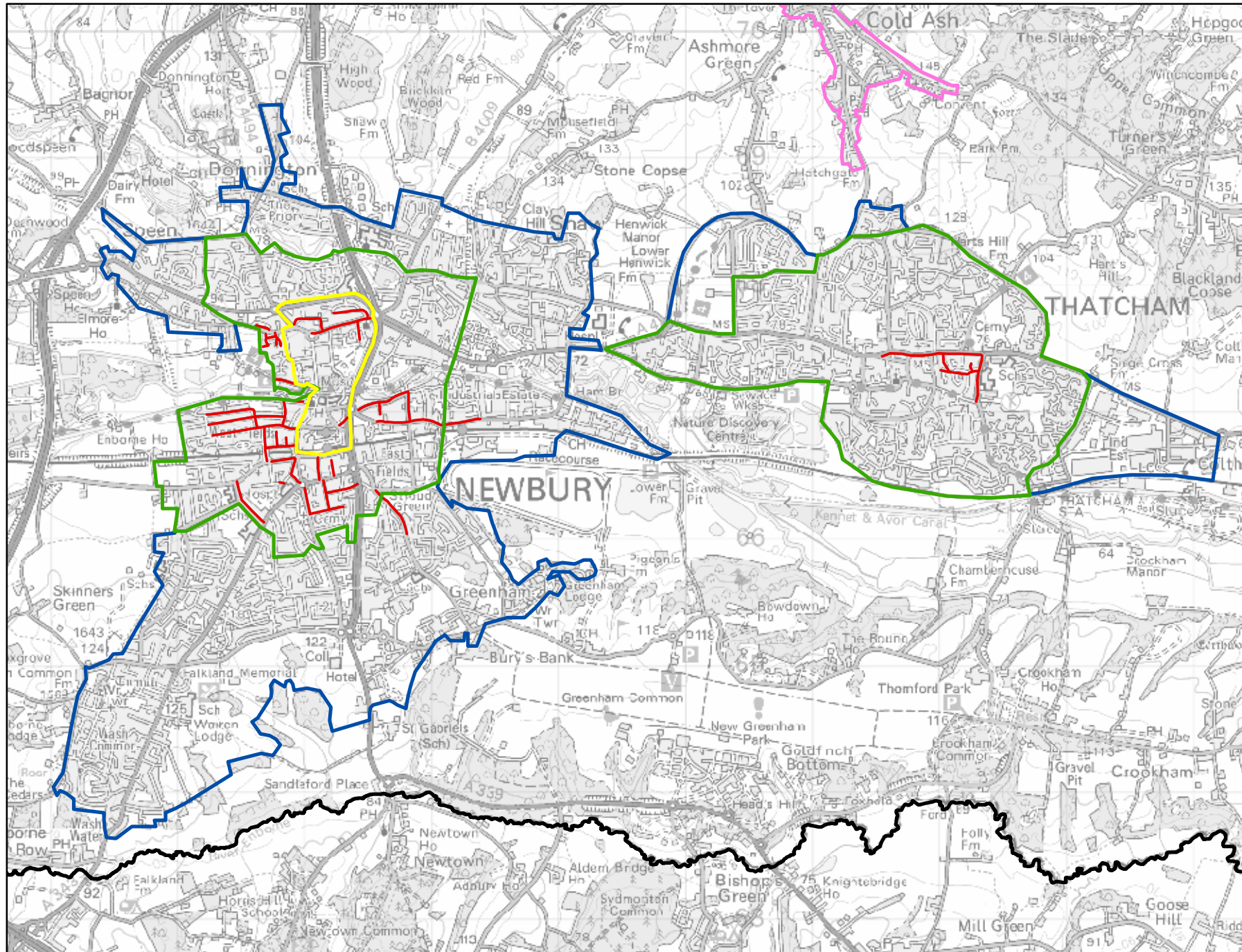
* excluding garages

Appendix 2

Residential Parking Policy Zones

Appendix 2a - Proposed Residential Parking Standards (Zones)

Newbury and Thatcham



Legend

- Parking Zone 1 —
- Parking Zone 2 —
- Parking Zone 3 —
- Parking Zone 4 —
- Residential Parking Restrictions —
- DISTRICT BOUNDARY

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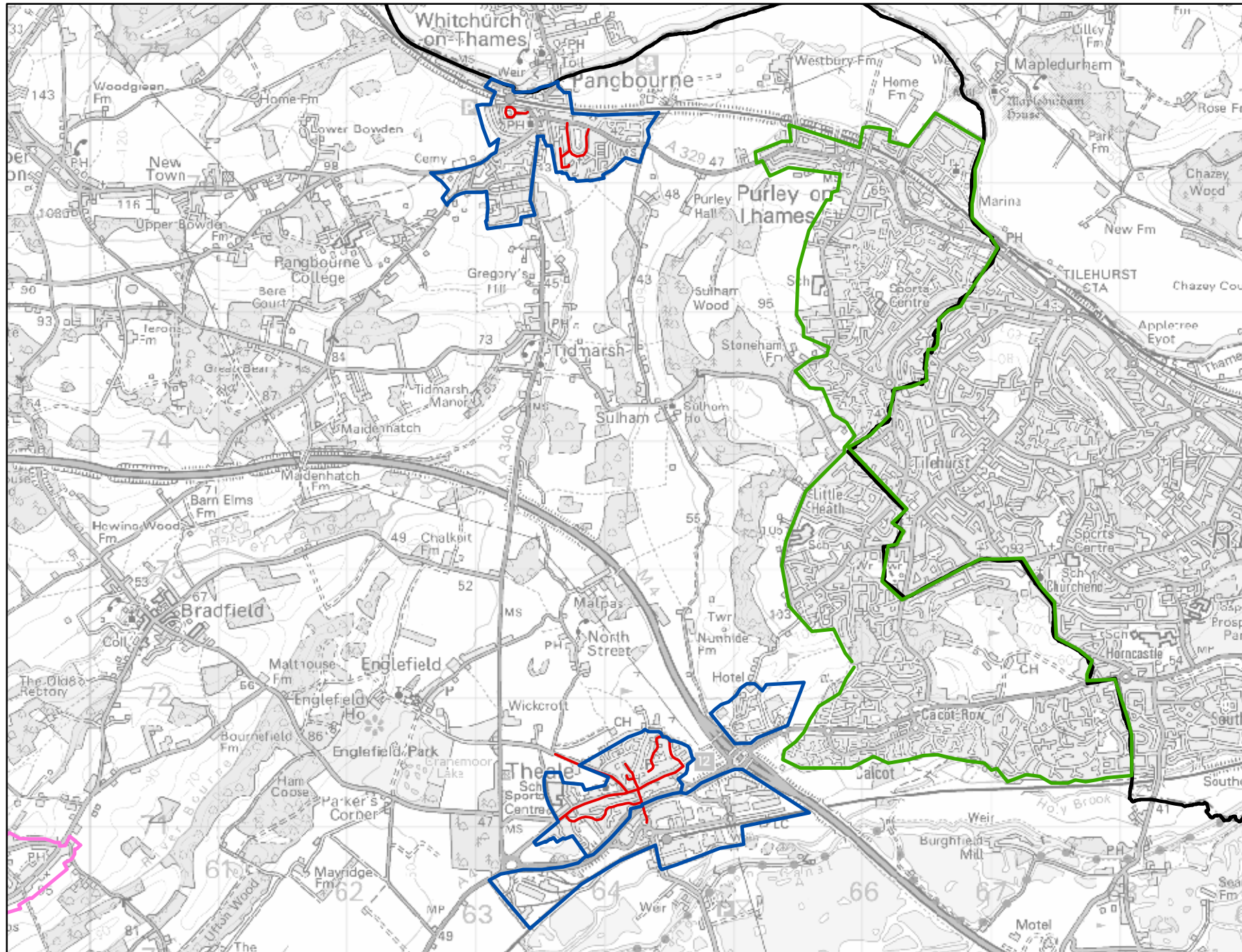
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Appendix 2b - Proposed Residential Parking Standards (Zones)

Eastern Area



Legend

- Parking Zone 1 —
- Parking Zone 2 —
- Parking Zone 3 —
- Parking Zone 4 —
- Residential Parking Restrictions —
- DISTRICT BOUNDARY

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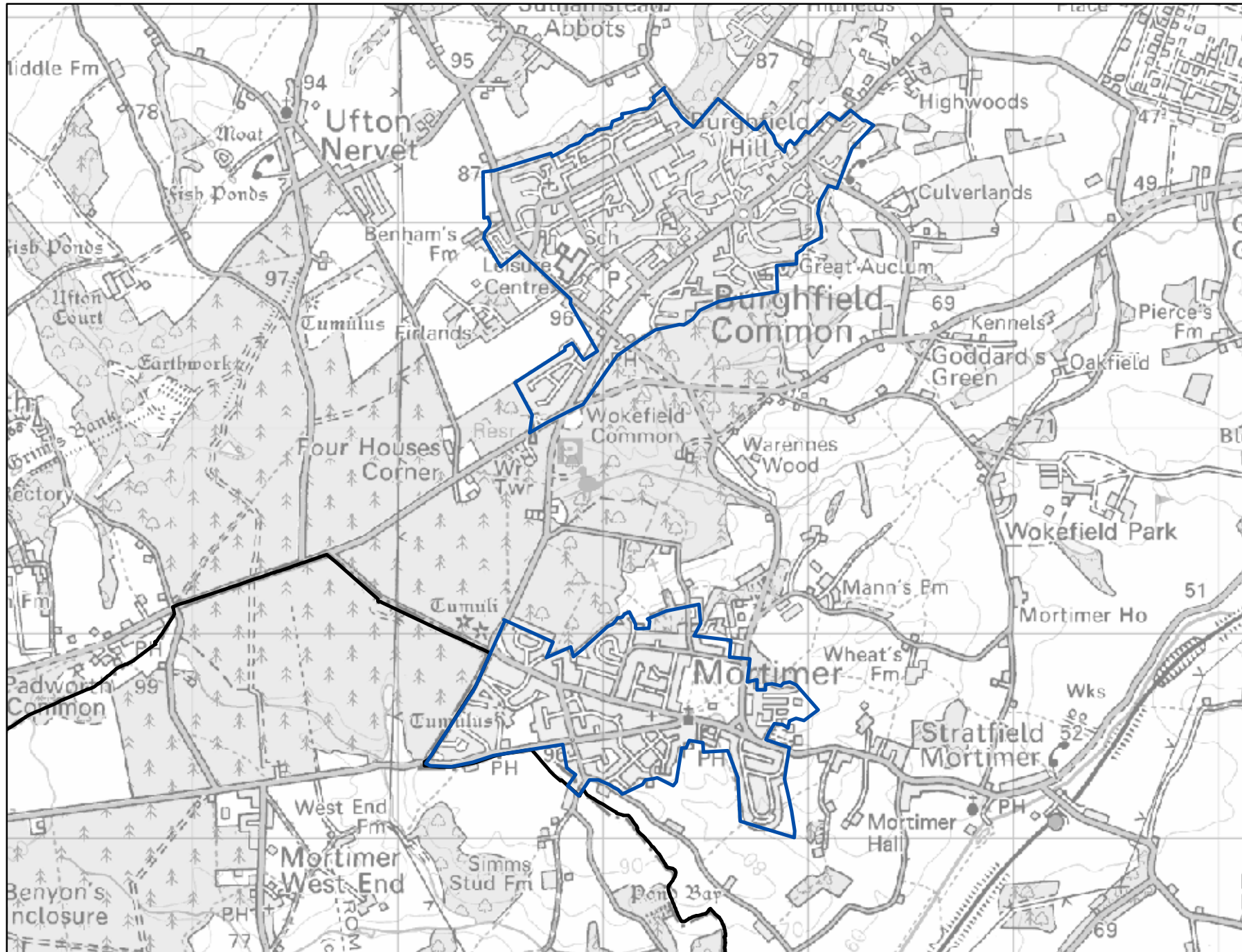
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Appendix 2c - Proposed Residential Parking Standards (Zones)

Burghfield Common and Mortimer



Legend

- Parking Zone 1
- Parking Zone 2
- Parking Zone 3
- Parking Zone 4
- Residential Parking Restrictions
- DISTRICT BOUNDARY

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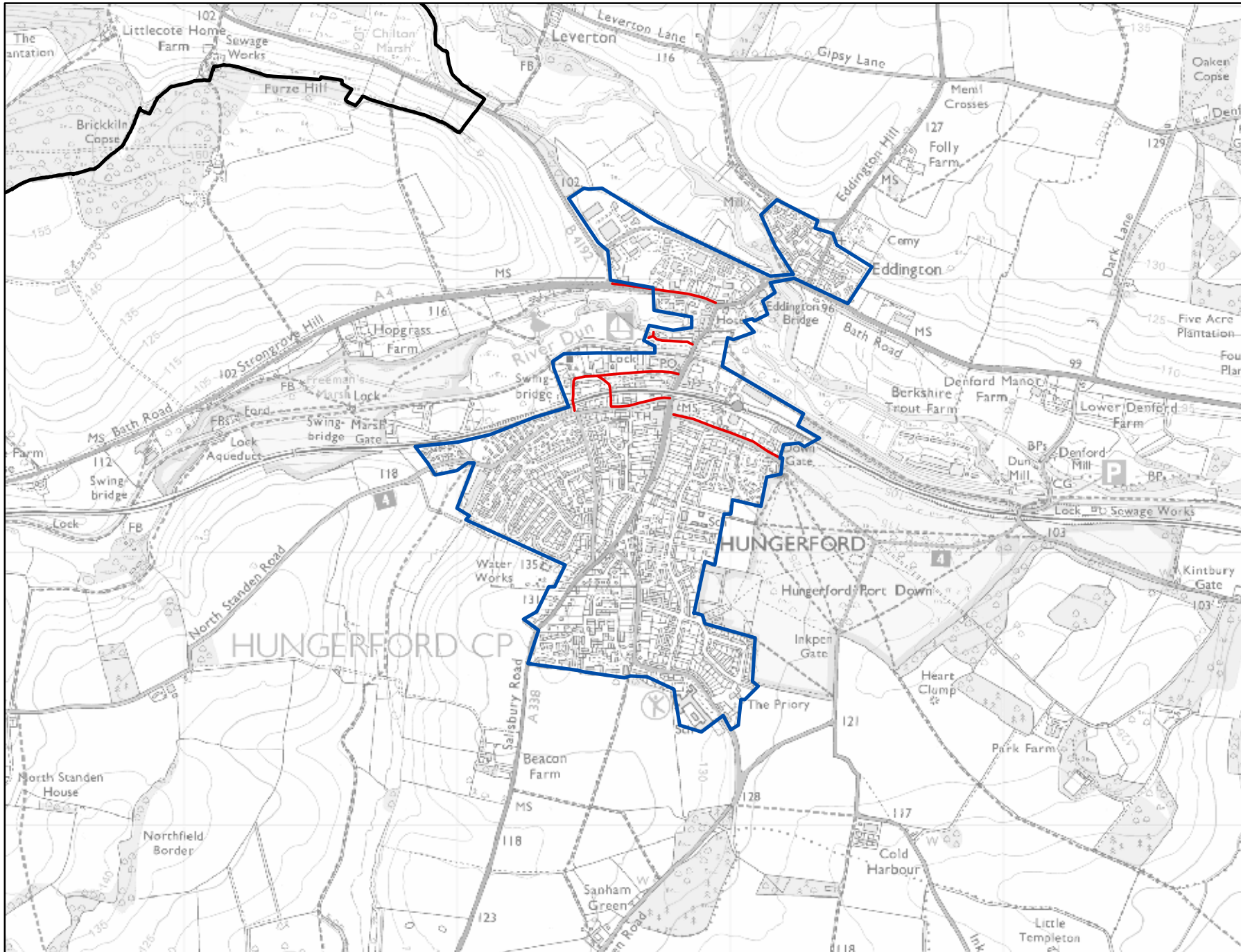
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Appendix 2d - Proposed Residential Parking Standards (Zones)

Hungerford



Legend

- Parking Zone 1
- Parking Zone 2
- Parking Zone 3
- Parking Zone 4
- Residential Parking Restrictions
- DISTRICT BOUNDARY

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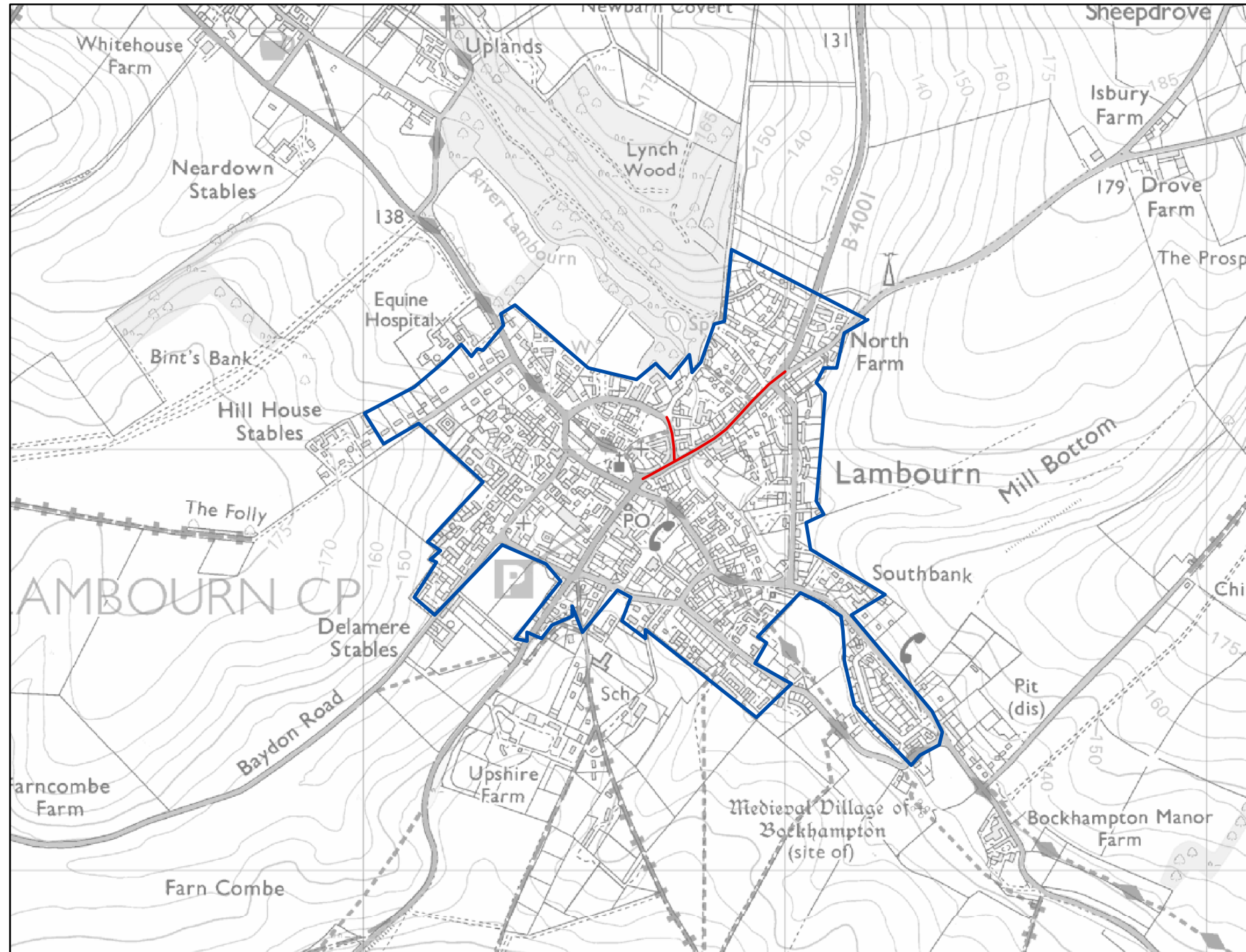
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Appendix 2e - Proposed Residential Parking Standards (Zones)

Lambourn



Legend

- Parking Zone 1 —
- Parking Zone 2 —
- Parking Zone 3 —
- Parking Zone 4 —
- Residential Parking Restrictions —
- DISTRICT BOUNDARY

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Appendix 3
Parking design guidance from Building
for Life Partnership (2012)

Appendix 3

Parking design guidance from Building for Life Partnership (2012) ¹

Recommended Approach to parking

Anticipating car parking demand taking into account the location, availability and frequency of public transport together with local car ownership trends. The provision of spaces for visitors are also an important consideration.

Designing streets to accommodate on street parking but allowing for plenty of trees and planting to balance the visual impact of parked cars and reinforce the spatial enclosure of the street. On street parking has the potential to be both space efficient and can also help to create a vibrant street, where neighbours have more opportunity to see and meet other people.

Designing out opportunities for anti-social parking. Very regular and formal parking treatments have the potential to reduce anti-social parking. People are less prone to parking in places where they should not park and where street design clearly defines other uses, such as pavements or landscape features.

Making sure people can see their car from their home or can park somewhere they know it will be safe. Where possible rear parking courts should be avoided, where they are used they should be kept small, so that residents know who else should be using it. At least one property should be located at the entrance and within the parking courtyard to provide a sense of ownership and security. Multiple access points should be avoided. Boundary walls, surface treatments, soft landscaping and lighting are important ways to avoid creating an air of neglect and isolation, budget should be set aside for this. Proposals should be discussed with the local Police Architectural Liaison Officer to determine whether local crime trends justify securing the courtyard with electric gates.

A range of parking solutions appropriate to the context and the types of housing proposed should be used. Where parking is positioned to the front of the property, ensure that at least an equal amount of the frontage is allocated to an enclosed, landscaped front garden as it is for parking to reduce vehicle domination. Where rows of narrow terraces are proposed, consider positioning parking within the street scene, for example a central reservation of herringbone parking. For higher density schemes, underground parking with a landscaped deck above can work well.

To avoid a car dominated environment, parking should be broken up with trees or other landscaping every four bays or so but ensure that the landscaping still allows space for people to get into and out of their cars, without having to step onto landscaped areas

Parking designs to be avoided

A single parking treatment should not be used. A combination of car parking treatments nearly always creates more capacity, visual interest and a more successful place.

Large rear parking courts should be avoided as they provide opportunities for thieves, vandals and those who should not be parking there.

Parking that is not over looked should also be avoided

¹ BfL 12 found at: http://www.hbf.co.uk/fileadmin/documents/briefings/BfL_A4_booklet_singlepages_.pdf