

11.3. Road traffic can have a significant negative impact on the environment in particular through the effect on air quality, noise, vibration and climate change. It is also linked to associated health problems. Unchecked growth of road traffic can lead to congestion and impinge on the achievement of the economic, social and environmental objectives within this Local Plan. It is important therefore that major development proposals provide measures to reduce the impact of vehicular movements, including realistic, safe and easy alternatives to the private car.

11.4. Transport Assessments, prepared in line with national guidance, are required alongside planning applications for major development to demonstrate that they contribute positively to the objectives of this Local Plan. Transport Assessments will be required for all large developments.

11.5. Transport Assessments will also be required for development that forms part of a larger development area that requires access to a common transport corridor and for development that is likely to have a cumulative impact in conjunction with other development proposals included within this Local Plan. Transport Assessments will also be required where due to its location the development could have a significant impact in transport terms.

11.6. National guidance states that a Transport Statement may be required for developments that have relatively small transport implications; this will be decided on a case by case basis and should be discussed as part of pre-application enquiries. Where proposals are likely to have an impact on the trunk road network, Highways England should be consulted to establish what level of transport appraisal is appropriate.

11.7. Where possible, mitigation measures will be linked with the contents of a Travel Plan. The Travel Plan is a strategy for reducing travel demand in order to minimise the number of motor vehicles visiting a development. It will consider the traffic implications of journeys to and from the development and set targets for travel by means other than the private car.

11.8. Travel Plans will be required for all non-residential developments in line with national guidance or any subsequent revisions or replacement guidance. They should ideally form part of the Transport Assessment and be submitted alongside the planning application. Development proposals in areas where public transport is limited, e.g. where services operate with frequency levels of less than one an hour, may also be required to submit Travel Plans. Furthermore, the significant development of education facilities will be expected to produce a Travel Plan.

Policy D2: Parking Facilities

Planning permission will only be granted for development incorporating adequate and satisfactory parking facilities including provision for motor cycles, cycles and for people with disabilities (or impaired mobility), based on the Borough Council's Standards included at Appendix 5 of this Local Plan.

Electric and/or hybrid vehicle charging points are required to be provided as part of development as outlined in Appendix 5 unless it can be demonstrated that it is financially unviable.

11.9. The provision of car parking needs to be carefully balanced to ensure that sufficient provision is made to meet needs. Less provision may be needed where there is good public transport provision, easy access to shops and services and opportunities for walking and cycling which in turn promotes healthier lifestyles. Achieving this balance is crucial as failure to provide sufficient parking can lead to indiscriminate parking that not only looks unattractive but can be unsafe or lead to neighbour disputes. The NPPF has introduced greater flexibility to take account of the particular nature and setting of development.

11.10. The need for flexibility is appreciated and the importance of local factors in determining the level of car parking provision is recognised. These relate to the need to revitalise an area, the extent to which an area is environmentally sensitive, to the availability of infrastructure for cyclist and pedestrians, and the availability of public parking facilities.

11.11. The value of cycling as a sustainable mode of transport is appreciated and the standards in Appendix 5 contain minimum levels of cycle parking provision for different land uses, to encourage this mode of travel. Guidance for the parking of cars, motor cycles, heavy goods vehicles, provision for people with disabilities and electric charging is also included. Further guidance on the standards and how they are applied is included in the Planning Obligations SPD.

Policy D3: Infrastructure and Implementation

The delivery of new development will be dependent on sufficient capacity being available in existing infrastructure and/or measures being proposed to mitigate its impact. Where this cannot be demonstrated permission for new development will only be granted where additional capacity can be released through new infrastructure, or better management of existing infrastructure.

Developer contributions may be sought to fund new infrastructure when required to mitigate development impacts and a programme of delivery will be agreed before development can take place.

Proposals should be considered in the light of the mitigation measures identified in the Infrastructure Delivery Plan.

11.12. It is essential that new development is supported by the infrastructure it needs to function, and that new development does not increase pressure on existing infrastructure. Where development requires it the Council can require infrastructure provision as detailed in the IDP (subject to tests in the NPPF), that the developer and/or landowner contributes to, as long as such requirements do not render the scheme unviable.

11.13. The infrastructure required will vary from site to site. The type of infrastructure may include, but not be limited to the following areas: