

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: