



Derby City Council

February 2012

# **LDF: Core Strategy**

## **Parking Policies Consultation**





**We are currently preparing our Core Strategy. This will set out a vision for what Derby will be like by 2028 and will identify how this vision will become a reality. It will identify where major changes will take place and set out policies that will guide the type and quality of development across the City. This will include strategies for parking and transport. This will replace the current Local Plan.**

## **Introduction**

This consultation document has been produced to help us decide which Parking policies we should adopt within its overall strategy. It will outline our current planning approach for Parking, the different approaches that could be adopted within the Core Strategy and their potential implications.

Earlier consultation on the Core Strategy highlighted concerns over parking in the City. From a planning perspective, these focussed on the amount of 'on-site' parking we allow with new development and the impact of this on the economy, environment and social well-being of the City.

Concerns ranged from a worry that limitations on parking have discouraged investors coming to the City, right through to the impact of on-street parking on the quality of life of residents.

We recognise that there is increasing demand for car ownership and that the private car will continue to be an important way of travelling for many people. It is crucial, therefore, to ensure that new development takes account of parking needs and makes adequate provision for car users.

Existing policies have tried to do this in a way which balances providing parking with the objective of creating a safe and efficient transport network and promoting sustainable travel.



### **The main issues that need to be addressed are:**

- **Do current policies get the balance between car parking provision and sustainability correct?**
- **Is additional parking needed in the city centre, particularly for commercial development and employees?**
- **If so, how should this demand be met? Should extra 'on-site' parking be permitted or additional public car parks?**
- **Should parking needs for new development be based on 'standards' or based on different criteria?**
- **What impact will any changes have on the economy and environment of the City?**

## Existing Policies

The Local Transport Plan (LTP3 2011) and City of Derby Local Plan Review (CDLPR 2006) set out our current strategy and policies for transport. These policies aim to help support growth and economic competitiveness by delivering a reliable and efficient transport network. They also seek to tackle climate change and contribute to better safety, security and health by promoting low carbon travel choices such as public transport, walking and cycling. Managing the impact of development, particularly in terms of congestion, pollution and road safety, are also key parts of our Transport strategy.

The provision and management of parking is one of a range of important transport planning tools that can help to influence how and when people choose to travel. The Core Strategy will set out policies for controlling the amount of parking associated with new development, the design requirements for parking facilities and the criteria for developing new off-street 'public' car parks. If a need for new parking facilities is identified, the Core Strategy could also identify where these would be located.

**We recognise that there are wider issues to consider in an overall parking strategy. These include the pricing, management and maintenance of public car parks, operation of park and ride, residential permits / zones and enforcement of on-street and off-street parking.**

**This consultation does not consider these issues directly as they are outside the scope of the Core Strategy itself.**

## Maximum Parking Standards for New Development

The Council currently uses a set of 'maximum parking standards' to guide what is considered 'adequate parking provision' for new development. Examples of these are set out in Figure 1. The use of maximum standards for commercial development is a requirement of current National and Regional policy. It is likely then that these requirements will be relaxed later this year when the Regional Strategy is revoked and new National Planning Guidance is published. It is assumed, therefore, that we will have more flexibility over these policies in the Core Strategy.

**Figure 1: Parking Standards Examples**

Land Use Example	Maximum Amount of Parking using:	
	City centre Standards	Rest of City Standards
25 houses	37.5 spaces (average of 1.5 per house across the development)	
500 houses	750 spaces (average of 1.5 per dwelling across the development)	
1000 sqm office unit	8 spaces (1 space per 130 sqm)	25 spaces (1 space per 40 sqm)
5,000 sqm office unit	50 spaces (1 space per 100 sqm)	167 spaces (1 space per 30 sqm)
150 bed hotel	75 spaces (1 space per 2 rooms)	150 spaces (1 space per room)
1,200 sqm food supermarket	86 customer spaces (1 space per 14 sqm)	
2,500 sqm non-food shop	125 customer spaces (1 space per 20 sqm)	



'Maximum parking standards' place limits on the amount of private 'on-site' parking that can be provided with new development. This is referred to as 'on-site' parking and is generally only available to employees or customers of individual businesses. Providing controls over the number of parking spaces has been seen as a way of encouraging people to use their car less often. It also helps to manage congestion, air quality and road safety and the quality of the built environment by limiting the number of cars that can be parked on any particular site.

A concern raised through earlier consultation is that using maximum standards can be too rigid and inflexible and does not always provide enough parking to meet 'needs'. In turn, this can lead to increased on-street parking in residential areas as people 'overspill' from new development. This can often create conflict with residents or other businesses.

We will sometimes allow more parking than the 'maximum'. However, the developer must justify why this might be necessary and that the resulting impacts are acceptable.

A key question for this consultation is:

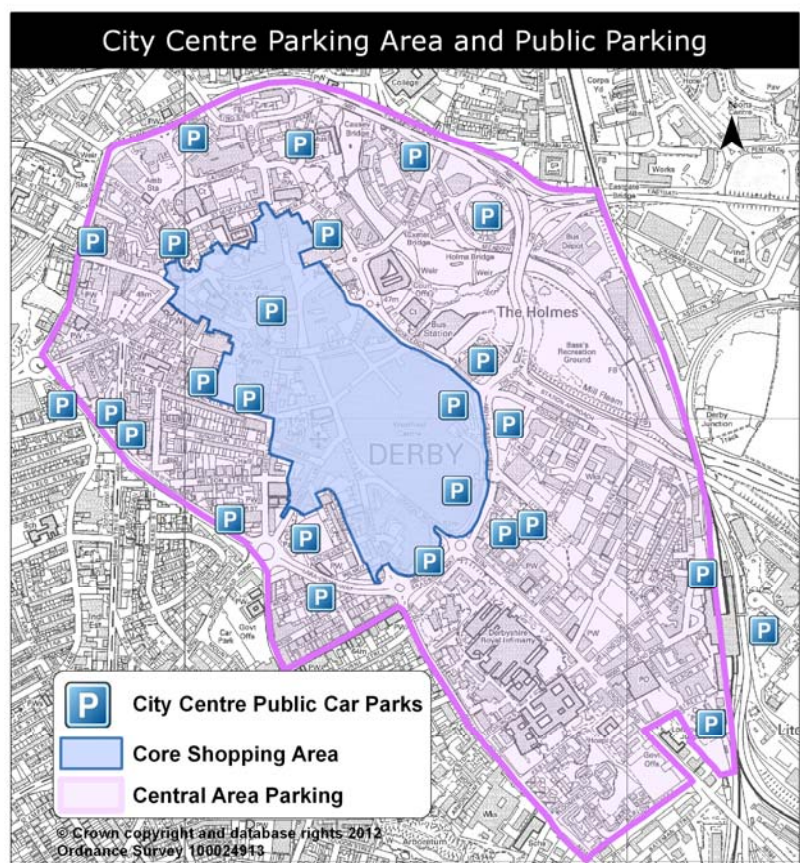
**Do current policies provide enough flexibility to satisfy the above concerns?**

A more restrictive set of 'maximum parking standards' are currently used in the city centre for some types of commercial uses. This is particularly the case for office and hotel developments which can generate a significant amount of traffic. This has created a 'two-tier' approach to parking standards.

With the city centre being widely accessible there are more opportunities for people to use alternatives to the car. The scarcity of space in the city centre and the amount of public parking available also influences the existing policies.

As a result of this, we have considered that new development should be able to operate successfully with less parking than in other parts of the City.

This approach is also supported by other planning policy measures. These include resisting the development of new 'long stay' public parking and only allowing short stay public parking where a definite short fall in spaces has been identified.



Temporary car parks on vacant development sites are also generally discouraged unless there is a definite 'need' and they are within, or adjoining, the main shopping areas of the city centre.

We try to manage the supply of parking in a way that promotes travel choice. To help with this, we have made improvements to public transport facilities, such as the development of the new bus station and provision of 'park and ride'. Encouraging the use of 'Travel Plans' for new development has also been seen as a way of promoting travel choice.

A concern raised through consultation and discussion with the business community is that this approach may be having a negative impact on the economy of the city centre. There is a view that investors are being discouraged by a lack of 'on-site' parking provision allowed in new development and insufficient or inconvenient public parking provision.

This consultation provides an opportunity to assess whether these concerns are valid and what, if anything, we can do to improve the situation in a way that does not undermine other important objectives.

Key questions for this consultation are:

**Are existing policies having an unacceptable impact on the city centre economy?**

**What impact might changes to policy have on congestion, air quality and sustainability?**

**Should varying priorities be given to the different factors influencing parking? What should be the main priority for the Core Strategy?**

**If standards in the city centre are relaxed, should we retain a 'two-tier' approach or should there be no distinction between different parts of the City?**

More detail on the Council's parking policies can be found by following these links:

[City of Derby Local Plan Review: Transport Chapter](#)

[City of Derby Local Plan Review: city centre Chapter](#)

[City of Derby Local Plan Review: Parking Standards](#)

## Your Views

There are a range of possible approaches we could take to parking in the Core Strategy. These are set out overleaf. Figure 2, on pages 5 and 6 set out some potential implications of the different approaches to these issues.

### **Approach 1: Continue to use City of Derby Local Plan Review policies**

This would mean continuing to use the existing 'maximum parking standards' set out in the current Local Plan. This would also mean the continuation of more restrictive standards in the city centre and limiting long stay parking in order to discourage car borne commuting. Priority would continue to be given to short stay public parking in the city centre and complementary measures such as 'park and ride'.

A limited amount of flexibility would be provided within the policy to allow more parking than the 'maximum' in some circumstances.

### **Approach 2: Relax parking standards:**

#### **2a: In the city centre and/or 2b: Across the City**

Both of these approaches assume that the principle of 'maximum parking standards' are a good way of providing some level of control and consistency.

2a: This approach would mean continuing to use the 'maximum parking standards' we have elsewhere in the City but also applying them city centre. This would remove the distinction between the city centre and the rest of the City.

City centre developers would have the opportunity to provide more on-site or 'allocated' parking with commercial development than they currently can.

2b: This approach would assume that existing parking standards across the City are too restrictive as currently drafted and that a general relaxation across the whole city, including the city centre, is needed. This approach would allow an increase in parking provision for all forms of development across the City.

### **Approach 3: Provide new public parking in the city centre**

Under this approach, current city centre parking standards would be maintained, constraining the amount of spaces allowed for new developments. However, additional public parking provision in the form of new car parks would be provided to make it easier for city centre workers to park close to their jobs.

An element of this approach could be to relax current controls on temporary parking within the city centre, particularly for long stay parking on sites awaiting development. This could help to address any short term issues with parking.

#### Approach 4: A flexible approach to parking taking into account the needs of the development and/or the nature of the area

For this approach, we would abandon use of 'maximum parking standards' across the City. Instead, decisions would be based on the characteristics and needs of individual developments and / or locations.

A range of factors could be taken into account including the nature of the business, public transport accessibility, availability of public parking, congestion and the need to encourage investment and economic activity.

**Figure 2: Implications of Different Approaches**

Advantages and Disadvantages of using Existing Parking Standards (Approach 1)	
Advantages	Disadvantages
<ul style="list-style-type: none"> <li>✓ Helps to manage the demand for travel</li> <li>✓ Helps to manage congestion and air quality problems</li> <li>✓ Helps to promote the use of public transport, walking and cycling</li> <li>✓ Helps to support other transport measures, such as Park and Ride and 'Travel Planning'</li> <li>✓ Helps to promote more efficient use of land</li> <li>✓ Consistent with current National and Regional Planning Guidance</li> <li>✓ Consistent with current practices in other authorities</li> </ul>	<ul style="list-style-type: none"> <li>× If parking standards are too restrictive, it may lead to off-site parking problems and conflict with local road users and residents</li> <li>× May not always be responsive to the needs of business or users</li> <li>× May discourage investors from developing in the city centre if they feel they cannot provide enough parking</li> <li>× When Regional Guidance is revoked the justification for the existing policy may be weakened</li> <li>× Does not always reflect the characteristics or needs of a neighbourhood or development</li> </ul>
Advantages and Disadvantages of Relaxing 'Maximum Parking Standards' (Approach 2a / 2b) or Removing Standards (Approach 4)	
Advantages	Disadvantages
<ul style="list-style-type: none"> <li>✓ Would allow a more flexible approach to parking and enable a range of factors to be taken into account</li> <li>✓ Relaxing parking standards in the city centre may allow it to compete for investment with other locations more fairly</li> <li>✓ May provide Derby with a 'competitive advantage' over other areas where parking is a determining factor</li> <li>✓ May help to attract investment into the City, particularly in the city centre</li> <li>✓ May help to attract more visitors to the City, particularly in the city centre</li> <li>✓ May help to persuade businesses to relocate or establish themselves in the City, particularly the city centre</li> </ul>	<ul style="list-style-type: none"> <li>× May lead to increased car use, particularly in the city centre</li> <li>× May lead to increased congestion and air quality issues, particularly in the city centre</li> <li>× May increase the cost of mitigating traffic impacts and the cost of development</li> <li>× May reduce use of other transport options, such as public transport, walking, cycling and Park and Ride</li> <li>× May lead to an inefficient use of land</li> <li>× If 'needs' based, it may make determining planning applications more complex</li> <li>× May not take account of long term changes to business, possibly leading to an oversupply of parking</li> <li>× May have urban design implications in terms of scale and layout of buildings</li> <li>× May reduce the amount of land available for development and regeneration</li> </ul>



**Figure 2 (continued)**

<b>Advantages and Disadvantages of Providing Additional Public Parking in the city centre instead of Private 'On-Site' Spaces (Approach 3)</b>	
<b>Advantages</b>	<b>Disadvantages</b>
<ul style="list-style-type: none"> <li>✓ May be a more efficient way of providing additional space than 'on-site' parking provision</li> <li>✓ More flexible way of providing parking</li> <li>✓ Has less impact on regeneration sites, as 'on-site' parking can be a less efficient way of providing parking</li> </ul>	<ul style="list-style-type: none"> <li>× (Also see disadvantages of Approaches 2 &amp; 4 in terms of general increase in parking spaces)</li> <li>× Cost of providing and maintaining new parking</li> <li>× Cost of improving existing car parks or amending pricing strategy</li> <li>× Staff / visitors would still have to pay for parking</li> <li>× Businesses / investors may not see public parking as a realistic or convenient alternative to on-site parking provision</li> <li>× Could take up a large amount of land that may be used for alternative development</li> </ul>

### **Other Issues to consider:**

Approaches 1-4 set out some ways of addressing the issue of how much 'on-site' parking should be permitted with new development.

However, there are other parking policy issues that could be addressed which would be relevant to all of the options set out above. These are:

### **Existing city centre public parking:**

Whether or not new public parking should be provided in the city centre is one important issue. However, it is also important to give consideration as to whether existing public car parks are in the best locations to support the vitality and viability of businesses.

We are interested in your views on whether there are parts of the city centre that would benefit from new, or replacement, parking facilities.



### **Park and Ride:**

Whether or not changes are made to parking standards, we must also consider whether pursuing 'Park and Ride' will continue to be a good way of encouraging more sustainable transport patterns.

We are interested in your views on whether this should continue to be a key part of our overall Transport Strategy.



## Design of Residential Parking:

As well as considering residential parking standards there are also issues about whether the Core Strategy should contain policies on the design and layout of residential parking spaces.

People are increasingly not using garages for parking cars. Often, they are being used for storage or are converted into extra rooms. This has knock-on effects in terms of increased on-street parking in residential areas.

We are interested in your views about whether we should have specific policies on the design of residential parking and the amount of off-street parking spaces provided?



## How to Respond

We are very interested in your views and comments on how we should address parking standards in the City and the potential impacts of change. Please complete and return the Core Strategy Parking Policies Response Form and return it to us by **Monday 26 March 2012**. You can access the form online at [www.derby.gov.uk/council-and-democracy/consultations/your-city-your-say-latest-consultations/](http://www.derby.gov.uk/council-and-democracy/consultations/your-city-your-say-latest-consultations/)

A version of the form to print, complete and return is available at: [www.derby.gov.uk/environment-and-planning/planning/local-development-framework](http://www.derby.gov.uk/environment-and-planning/planning/local-development-framework)

If you have any questions about this consultation, or if you would like a paper copy of the document and Response Form please contact:

Spatial Planning and Climate Change  
Saxon House,  
Heritage Gate,  
Derby, DE1 1AN  
Telephone: 01332 255074  
Email: [derby.ldf@derby.gov.uk](mailto:derby.ldf@derby.gov.uk)

In addition to this consultation, we are interested in your views on:

- Out-of-centre shopping policies
- Public Open Space

To view full details of these consultations please go to: [www.derby.gov.uk/council-and-democracy/consultations/your-city-your-say-latest-consultations/](http://www.derby.gov.uk/council-and-democracy/consultations/your-city-your-say-latest-consultations/)

## What we will do with the results?

All responses to this consultation will be included in a report and the findings will be used to inform policies in the draft Core Strategy. The draft Core Strategy will be available for consultation later this year and you will have an opportunity to comment on a wide range of policies covering housing, employment, retail and environmental issues.

If you wish to be kept informed on the key stages in the production of the Local Plan, please provide us with your contact details.



We can give you this information in other formats, style or language that will help you access it. Please contact us on 01332 255076. Minicom 01332 256666.

Please contact us if you need help reading this document or any part of this translating.

Polish

Aby ułatwić Państwu dostęp do tych informacji, możemy je Państwu przekazać w innym formacie, stylu lub języku.  
Prosimy o kontakt: 01332 255076      Tel. tekstowy: 01332 256666

Punjabi

ਇਹ ਜਾਣਕਾਰੀ ਅਸੀਂ ਤੁਹਾਨੂੰ ਕਿਸੇ ਵੀ ਹੋਰ ਤਰੀਕੇ ਨਾਲ, ਕਿਸੇ ਵੀ ਹੋਰ ਰੂਪ ਜਾਂ ਬੋਲੀ ਵਿੱਚ ਦੇ ਸਕਦੇ ਹਾਂ, ਜਿਹੜੀ ਇਸ ਤੱਕ ਪਹੁੰਚ ਕਰਨ ਵਿੱਚ ਤੁਹਾਡੀ ਸਹਾਇਤਾ ਕਰ ਸਕਦੀ ਹੋਵੇ। ਕਿਰਪਾ ਕਰਕੇ ਸਾਡੇ ਨਾਲ ਟੈਲੀਫੋਨ 01332 255076 ਮਿਨੀਕਮ 01332 256666 ਤੇ ਸੰਪਰਕ ਕਰੋ।

Urdu

یہ معلومات ہم آپ کو کسی دیگر ایسے طریقے، انداز اور زبان میں مہیا کر سکتے ہیں جو اس تک رسائی میں آپ کی مدد کرے۔ براہ کرم 01332 255076 منی کام 01332 256666 پر ہم سے رابطہ کریں۔