DERBYSHIRE
County Council



Parking Guidance for New Developments

September 2024

Contents

1. Introduction 3
2. Local Plan Parking Standards 5
3. Residential Development 6
4. Residential Vehicle Parking Recommendations 7
5. Commercial / Industrial (Non-Residential) 11
6. Educational Facilities 12
7. Other Provisions 13
8. Other Users Needs 15

Appendix A Justification of Residential Parking (C3 dwellings) 17
Appendix B Bicycle Parking to Front of Property (residential) Examples 18
Appendix C Extract of Bicycle Parking Recommendations LTN 1/20 20

Introduction

1.1. This document provides guidance on how Derbyshire County Council reviews parking proposals for residential and commercial development. It is a sister document to “Planning Streets and Places” (PSP) which guides on layout and application requirements from a transport perspective.

1.2. This document should be read together with PSP to ensure that the access, demand management and parking strategies are complementary to each other.

1.3. The National Planning Policy Framework, provide further detail on the application of parking standards and says:

If setting local parking standards for residential and non-residential development, policies should take into account:
a) the accessibility of the development;
b) the type, mix and use of development;
c) the availability of and opportunities for public transport;
d) local car ownership levels; and
e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

1.4. Derbyshire County Council considers that if the applicant is the end user that they are well placed to assess operational demands particularly for commercial proposals, but all sites must be considered against a planning use class to ensure they equally address the needs of future users. Therefore, applications should provide a suitable evidence base to ensure vehicles are not displaced onto the Highway to ensure highway safety is not compromised and maintain the free flow of traffic to the benefit of the local economy.

1.5. In accordance with the NPPF paragraphs above in urban environments parking restraint is required to manage trip demand and encourage alternative modes of travel. Therefore, maximum parking standards are defined in some circumstances.

1.6. Development must provide for exemplar on-street space, designed and allocated for pedestrians, cyclists, mobility users, deliveries, bus stops and bus priority measures before parking of private vehicles. The overall strategy must align with the overall vision of the development proposed.

1.7. This document only reflects a small part of managing vehicle demands and therefore should be read alongside the LTP and the PSP (emerging) which contains policies to promote sustainable travel through the provision of physical infrastructure and travel planning initiatives.

1.8. Applicants should also review any guidance published within the Locals Plans of the Planning Authorities.

1.9. Where the applicant chooses to not comply with this guidance then justification should be provided ideally supported by local evidence.

2. Local Plan Parking Standards

2.1. Derbyshire is made up of 9 Local Planning Authorities included the Peak District National Park and 1 County Planning Authority (excluding Derby City Council). In the determination of a planning application the Local Plan carries significant weight and as such District and Borough Council plans which include parking standards need to be understood. Any proposals must consider the level of parking proposed against any Local Plan provisions as well as any more locally derived evidence as advocated in this publication.

2.2. The following Councils have parking provisions published in their Local Plan:

- Amber Valley
- Bolsover
- Derbyshire Dales
- Erewash
- High Peak
- Peak District National Park

3. Residential Development

3.1. Derbyshire County Council has prepared evidence based on the 2021 census for every District/Borough in Derbyshire and created an average car parking level, see appendix A, this acts as a starting point for residential development and is what would be expected in communities in rural environments where not all services are accessible by sustainable modes such as villages and edge of settlement proposals.

3.2. In urban locations maximum car parking standard are appropriate to manage travel demand and congestion, it is however important to ensure that there are no negative implications resulting from potential vehicle displacement. The following matters will need to be considered as part of any decision:

- Opportunity to access services within a 15 minute neighbourhood
- Existing or proposed parking restrictions
- A range of shared transport solutions is available
- The density of development is greater

3.3. Developments which promote vehicle parking in dense urban settings will be resisted unless it demonstrates demand management strategies to mitigate for the impact.

4. Residential Vehicle Parking Recommendations

4.1. Rural Environments with access to some services by active travel modes

Table 1

Number of Bedrooms	Minimum External Car Parking Spaces
1-2 Bedroom Units	1 Car Parking Space
3 Bedroom Units	2 Car Parking Spaces
4-5 Bedroom Units	3 Car Parking Spaces *
6 + Bedroom Units	Subject to Discussion with Highway Authority

* A lower parking level for a 4 bedroom dwelling will be considered where local evidence demonstrates it will not result in parking displacement.

4.1.1. Locally derived evidence from census data or local donor sites may override this guidance.

4.2. Urban proposals (Edge of Town or infill)

Table 2

1. Number of Bedrooms	Minimum External Car Parking Spaces
1-2 Bedroom Units	1 Car Parking Space
3 Bedroom Units	2 Car Parking Spaces
4-5 Bedroom Units	3 Car Parking Spaces *
6 + Bedroom Units	Subject to Discussion with Highway Authority

* A lower parking level for a 4 bedroom dwelling will be considered where local evidence demonstrates it will not result in parking displacement.

4.2.1. Locally derived evidence from census data or local donor sites may override this guidance.

4.2.2. A Mobility Hub will be required including car club and parking restrictions on the proposed streets to ensure that whilst car ownership is accommodated that low carbon transport alternatives are available for all new residents. This could be accommodated on site or on the existing highway network if there are also advantages to the existing community.

4.3. Urban Centres (Parking Restraint and access to services / alternative transport modes)

4.3.1. All developments should aspire to be “car free”. Mobility hubs are permitted including electric vehicle car clubs and accessible parking spaces. Street Designs must include restrictions to ensure vehicle suppression. Consideration given to refuse vehicle, delivery and emergency service access.

4.4. Alternative Method for High Density Residential Development

4.4.1. For smaller apartments or development with high density it may be more appropriate to assess the parking demand based on the number of rooms rather than bedrooms, this follows advise published in 2007 by the Department for Communities and Local Government. As such the alternative parking scenario in appendix A should be applied. You should discuss whether it is appropriate or not to adopt this approach with the Highway Authority as part of any pre application discussions.

4.5. Garages

4.5.1. In **all** circumstances garages are excluded from the car parking calculations due to the ability to convert them into habitable accommodation without the need for permission and their usage for personal storage rather than that of a vehicle. They may be counted as bicycle storage subject to the design and location.

4.6. Remote Parking

4.6.1. Parking spaces do not need to be on plot and, subject to design, can be located in a communal facility away from property. This can provide an effective solution to providing vehicle owners with some provision whilst making active travel modes a more realistic prospect. This needs to be assessed alongside any wider parking management strategy and the potential of vehicle displacement.

4.7. Bicycle Parking

4.7.1. In all settings bicycle parking should be provided at or near the front door of the property. The quantum of spaces must reflect LTN 1/20. Designers should in the first instance look to design facilities located close to the primary access points to buildings and no further away than the car parking space is to the front door. This will require careful design to present an attractive facility which can be secured to discourage and prevent theft. If this is not possible then parking in the rear garden can be accepted so long as the route is direct and as short as possible. It is not acceptable to negotiate 90 degree bends or several doors. Access through the house to the rear garden is also not acceptable.

4.7.2. Examples of suitable residential bicycle parking solutions can be found in Appendix B.

4.7.3. A copy of Table 11-1 from LTN 1/20 which advises bicycle parking standards can be found in appendix C.

4.8. Houses of Multiple Occupancy

4.7.1. Houses of Multiple Occupancy (HMO's) have their own separate use class and as such require a separate parking standard from those above. Typically, HMO's are located near academic establishments and are in existing residential communities, and as such are attractive to students, however this is not exclusively the case. It is likely that they will be located in urban areas where there is a range of local services as such the below table should be treated as a maximum where parking restrictions occur.

4.7.2. HMOs which provide for 6 people or less generally do not require planning permission, therefore no standards are indicated for below 6 bedrooms. It is assumed that 1 person has 1 bedroom given the more modest nature of the proposals. Where building conversion is proposed the parking fallback position must be accounted for however this typically means that HMO's have a lower parking need that a traditional dwelling.

Table 3

Bedrooms	Required Spaces
7	2
8	3
9	3
10	3
11	4
12	4

4.7.3. For proposals exceeding 12 bedrooms seek advice from the Highway Authority.

4.7.4. Cycle storage at a ratio of 1 space per bedroom should be provided where they are sheltered, secure and easily accessible.

4.8. Visitors

4.8.1. These are permitted to be counted within the street due to their short-term duration and infrequent occurrence. Where existing on street demand or parking restriction prevents this or for communal parking areas off road provision should be made at a ratio of 1 space per 5 residential units (or HMO). No visitor provision to be made in car free development.

4.8.2. Whilst building regulations mandates electric vehicle charging infrastructure for all new properties it is necessary that visitors are not reliant on in curtilage

provision. Proposals must ensure that visitors are provided with access to electric vehicle charging points whether that is in a mobility hub and/or in on street facilities.

4.8.3. Provision should also be made for cyclists where spaces should be shared, and the number proportionate to the scale of the development.

4.9. Care Homes

4.9.1. These are a mix of residential and employment uses which can fall into C2 or C3 uses. Most sites are promoted by established care providers who will have experience of comparable sites. The applicant should present appropriate up to date data from similar sites on car parking demand to inform levels for their proposal rather than applying the residential C3 standards with may not be appropriate.

5. Commercial / Industrial (Non-Residential)

5.1. Commercial operators should have a good understanding of the needs of their business and will determine how land under their control could be managed. Car parking need is a subjective matter particularly in the mind of neighbours; the applicant should provide a minimum parking provision for each development along with an evidence base to demonstrate the appropriateness of the provision. Trip rates accumulation should either be derived from first principles or from existing data, for example; TRICS or comparison to land uses of similar size and geographic circumstance.

5.2. Applicants are advised that whilst there is no maximum parking standard, they should be mindful of environmental and land use considerations. Equally in urban settings parking restraint is expected for customer and employee demands where linked trips would occur.

5.3. Adequate space for heavy goods, delivery and public service vehicles must be made within the site boundary, which should not conflict with the proposed parking arrangements.

5.4. Bicycle parking standards are as published in LTN 1/20 and replicated in appendix C.

6. Educational Facilities

6.1. A maximum parking provision of 1 Space per member of staff should be provided, however in urban locations staff levels should be reduced based on the availability of alternative options. Drop off areas are not accepted as they do not represent the promotion of sustainable travel and encourage vehicle trips. Car free development is permissible depending on the local circumstances.

6.2. Sheltered facilities to provide for pupil scooter storage should be provided in an accessible location for primary schools and bicycle parking for all educational facilities as per the following recommendations.

Table 4

Type of School	No Spaces for Staff	No Spaces for Pupils	No Spaces for Visitors
Nursery / Primary	1 Space per 10 Staff	1 space per 10 pupils aged 4 or over	2 spaces at the main entrance
Secondary School	1 Space per 10 Staff	1 space per 5 pupils	2 spaces at the main entrance

Source: School Cycle and Scooter Parking Guidance, Sustrans

7. Other Provisions

7.1. Car Free Development / Reduced Parking Levels

7.1.1. For both residential and commercial developments in town and city centres it is anticipated that a reduced parking provision or no car parking spaces are provided at all. Consideration must be given to the opportunity to access the site sustainably, the availability and capacity of public car parks, existing parking restrictions, the number of linked trips and the implementation of an approved Travel Plan or welcome pack. Provision for servicing and deliveries must always be made within the site, unless there is a strong fallback position which would remove this requirement. Where some spaces are provided it must be made clear who the intended users are to be.

7.2. Controlled Parking Zones

7.2.1. Where development is proposed in a controlled parking zone future residents will be entitled to apply for permits. The Highway Authority will consider the capacity of permit scheme to consider if it has the potential to cater for the development. Where no capacity exists, and car free development would otherwise be acceptable the applicant will be required to fund amendments to the Traffic Regulation Order (TRO) to exclude the future dwellings.

7.3. Parking Restrictions

7.3.1. In urban and edge of urban setting where parking provision is restrained all streets should be subject to a TRO to prohibit long term resident parking. Several TRO options could be used and should reflect the treatment of the surrounding area, these need to be visually sympathetic and consider the development nature ie areas to accommodate persons with disability need to be provided where local evidence or the development type suggests it is needed.

7.3.2. Applicants will have to cover all costs in progressing these orders and installation, this also may include them undertaking the preparation of drawings, exhibitions and wider consultation.

7.3.3. Applicants will be asked, and expected to consent, to orders being placed on their streets until a time where it becomes a publicly maintained highway.

7.3.4. It is essential that orders are introduced prior to occupation of dwellings / commercial units so that residents and site users understand any limitations on parking or speed management at the point of first occupation.

7.4. Mobility Hubs

7.4.1. All development should consider how shared transport infrastructure can help support the scheme, but particularly residential development. Advice on mobility hubs is provided by CoMoUK, but the number and scale of the hub should be proportionate to the proposal, for example 10 dwellings may need a bus stop and cycle racking placed together, whereas 1000 dwellings will need a local centre with communal working area, concierge, and car club facilities. These facilities could be in the prospective highway or managed area, in every instance the applicant must provide a suitable long-term strategy to ensure its retention and this needs to be included in a planning obligation.

7.5. Car Clubs

7.5.1. In areas where housing density is greater and there is a wider range of transport choices car free development will be encouraged. However, residents should still be given the option to travel by car should they choose and where there is sufficient critical mass in terms of development or existing population to support a scheme the provision of a car club can provide a valuable service. These services can remove the need to own a vehicle or second vehicle.

8. Other Users Needs

8.1. In Non-Residential Development consideration and provision must be made for disabled badge holders, motorcycles, bicycles and ULEV. The following ratios are required:

8.2. Accessible Spaces

Table 5

Size of Car Park (no of spaces)	Designated Bay Provision
1-50	2 + 3% of total car park
51-200	3 + 3% of total car park
201-500	4 + 3% of total car park
501-1000	5 + 3% of total car park
1000 +	6 + 3% of total car park

Source: British Parking Association Bay_Sizes_-_Jul_2016.pdf (britishparking.co.uk)

8.3. Motorcycle Spaces

8.3.1. 1 space per 10 car spaces, minimum provision 1 space

Source: Guidelines for Motorcycling, Institute of Highway Engineers IHE-Guidelines-for-Motorcycling-Motorcycle-Parking.pdf (motorcycleguidelines.org.uk)

8.4. Bicycle Spaces

8.4.1. As per LTN 1/20 or derived from first principles where other guidance isn't available.

8.5. ULEV charging systems

8.5.1. Residential charging infrastructure is addressed through the building regulations process and therefore no residential recommendation is included in this document.

8.5.2. With regards to commercial and employment electric vehicle infrastructure, the quantum of provision remains unchanged at this time, but the specification / charge time should be reflective of dwell time. Therefore, development such as food retail 30 minute charging is appropriate and rapid charging units are needed, but for traditional employment uses staff on longer shift patterns may only require an 8 hour charge but some spaces should be intended for visitors and rapid charging would be required for those people

8.5.3. DCC Low Emission Vehicle Infrastructure (LEVI) Strategy can be found here Low emission vehicle infrastructure strategy (derbyshire.gov.uk) (www.derbyshire.gov.uk/site-elements/documents/pdf/environment/climate-change/low-emission-vehicle-infrastructure-strategy.pdf)

8.6. Parking Space Dimensions

8.6.1. A minimum 2.4m x 4.8m. For residential dwellings circulation space around the vehicle is needed so the width should increase to 3.3m or have a 0.9m path (or the ability to install one) directly alongside as recommended in Lifetime Homes Standards. Adjoining spaces in the same ownership can have overlapping circulation space. For clarity this applies to C3 Houses and Apartments, and this applies for individual spaces and communal parking areas.

8.6.2. Lifetime Homes Standards www.cae.org.uk/our-services/housing-services/lifetime-homes/

8.6.3. Tandem parking spaces for an individual residential dwelling is permitted but is limited to 2 vehicles.

8.6.4. The maximum number of adjoining parking spaces in a row (onto back off the footway) is limited to 6 spaces.

8.6.5. Driveway Gradient shall not be steeper than 1 in 12.

8.6.6. No loose material to be placed within 5m of the Highway.

8.6.7. A minimum of 6m is required in front of a garage door.

8.7. Bin Stores

8.7.1. Separate bin storage areas should be provided which do not conflict with any proposed parking spaces and must be located within 25m of adoptable highway.

Appendix A

Practical Spaces	Number of Bedrooms						Number of Rooms								
	1	2	3	4	5		1	2	3	4	5	6	7	8	9
Amber Valley	1	1	2	2	3		1	1	1	2	2	2	3	3	3
Bolsover	1	1	2	2	3		1	1	1	2	2	2	3	3	3
Chesterfield	1	1	2	2	3		1	1	1	2	2	2	3	3	3
Derbyshire Dales	1	1	2	3	3		1	1	1	2	2	2	3	3	4
Erewash	1	1	2	2	3		1	1	1	2	2	2	3	3	3
High Peak	1	1	2	2	3		1	1	1	2	2	2	3	3	3
North East Derbyshire	1	1	2	2	3		1	1	1	2	2	2	3	3	3
South Derbyshire	1	1	2	3	3		1	1	1	2	2	2	3	3	4

Spaces to 2 DP	Number of Bedrooms						Number of Rooms								
	1	2	3	4	5		1	2	3	4	5	6	7	8	9
Amber Valley	0.51	1.02	1.53	2.04	2.54		0.34	0.67	1.01	1.35	1.68	2.02	2.35	2.69	3.03
Bolsover	0.49	0.99	1.48	1.98	2.47		0.33	0.67	1	1.33	1.67	2	2.33	2.67	3
Chesterfield	0.46	0.91	1.37	1.83	2.28		0.3	0.61	0.91	1.21	1.52	1.82	2.12	2.43	2.73
Derbyshire Dales	0.53	1.07	1.6	2.13	2.66		0.35	0.7	1.04	1.39	1.74	2.09	2.44	2.78	3.13
Erewash	0.48	0.96	1.43	1.91	2.39		0.31	0.62	0.94	1.25	1.56	1.87	2.19	2.5	2.81
High Peak	0.49	0.98	1.47	1.97	2.46		0.33	0.66	0.99	1.32	1.65	1.98	2.31	2.64	2.97
North East Derbyshire	0.51	1.02	1.53	2.04	2.55		0.34	0.69	1.03	1.38	1.72	2.07	2.41	2.76	3.1
South Derbyshire	0.53	1.06	1.59	2.12	2.64		0.35	0.69	1.04	1.39	1.74	2.08	2.43	2.78	3.13

Number of rooms (Valuation Office Agency)

A room can be any room in a dwelling apart from bathrooms, toilets, halls or landings, kitchens, conservatories or utility rooms. All other rooms, for example, living rooms, studies, bedrooms, separate dining rooms and rooms that can only be used for storage are included. If two rooms have been converted into one, they are counted as one room.

Source:

2021 Census data, TS045, TS050, TS051
Guidance on Car parking, DCLG (2007)

Appendix B

Selection of front of property bicycle storage solutions (not exhaustive selection)













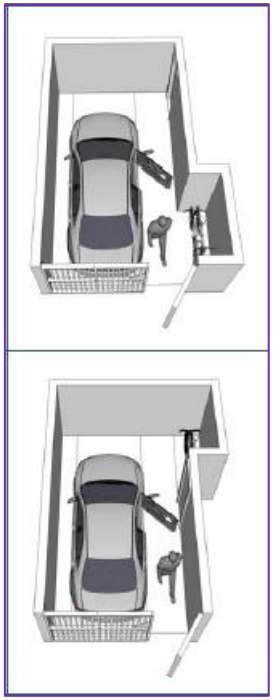

Appendix C

Table 11-1 (LTN 1/20) Suggested Minimum cycle parking capacity for different types of land use. This should be read alongside chapter 11 of LTN 1/20 as a whole.

Land use type	Sub-category	Short stay requirement (obvious, easily accessed and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	5% of total capacity co-located with disabled car parking.	5% of total capacity co-located with disabled car parking.
Retail	Small (<200m²)	1 per 100m²	1 per 100m²
	Medium (200-1,000m²)	1 per 200m²	1 per 200m²
	>1,000m²	1 per 250m²	1 per 500m²
Employment	Office/Finance (A2/B1)	1 per 1000m²	1 per 200m²
	Industrial/Warehousing (B2/B8)	1 per 1,000m²	1 per 500m²
Leisure and Institutions	Leisure centres, assembly halls, hospitals and healthcare	Greatest of: 1 per 50m² or 1 per 30 seats/ capacity	1 per 5 employees
	Educational Institutions	–	Separate provision for staff and students. Based on Travel Plan mode share targets, minimum: Staff: 1 per 20 staff Students; 1 per 10 students
Residential	All except sheltered/elderly housing or nursing homes	–	1 per bedroom
	Sheltered/elderly housing/ nursing homes	0.05 per residential unit	0.05 per bedroom
Public Transport Interchange	Standard stop	Upon own merit	–
	Major interchange	1 per 200 daily users	–