

DERRY CITY AND STRABANE DISTRICT COUNCIL LOCAL DEVELOPMENT PLAN (LDP) 2032



POLICY REVIEW 3

Planning Policy Statement 3: Access, Movement and Parking And Planning Policy Statement 13: Transportation and Land Use (May 2017)

This Document is one in a series, which builds up to form the 'evidence base' that informs the preparation of the Local Development Plan (LDP).

The afore-mentioned evidence base will be continually updated, to additionally include the latest information, input from public engagement, statutory consultees, stakeholder groups, Sustainability Appraisal and from other Departments within the Council, including Community Planning.

The Evidence Base is published as a 'supporting document' in accordance with Article 10(a) and 15(a) of the Planning (LDP) Regulations (NI) 2015



Purpose: To consider existing planning policies relating to Transportation and to consider alternative policies which will inform the forthcoming Preferred Options Paper (POP) as part of the preparation of the Local Development Plan (LDP).

Content: The paper will provide information on:

- (i) The context of Transportation policy in Derry City and Strabane District and existing plan policies;
- (ii) Derry City and Strabane District Council (DCSDC) objectives for transportation and the linkages between DCSDC objectives for future growth and Sustainability Appraisal, Regional Planning Policy and Strategic Planning Policy objectives;
- (iii) Consider existing policies and consider preferred/alternative policy approaches for economic development within the Local Development Plan (LDP).

Recommendation: The findings shall be used to inform the Preferred Options Paper (POP) and strategic policies in the Local Development Plan (LDP).

1.0 Introduction

- 1.1 The purpose of this paper is to consider current planning policies associated with Transportation and to determine whether or not they are compatible with the Council's objectives regarding transportation and whether they need to be amended to take account of local circumstances through the new Local Development Plan (LDP).
- 1.2 This paper provides an assessment of how existing transportation policies take account of the Regional Development Strategy (RDS), Strategic Planning Policy Statement (SPPS), Sustainability Appraisal themes and DCSDC objectives through the proposed LDP objectives.
- 1.3 It should be noted that The Department for Infrastructure Transport NI sets the standards in published guidance to which all development proposals should adhere to. They are also a key consultee in the Development Management process.

Sustainability Appraisal / Strategic Environmental Assessment (SA/SEA)

- 1.4 A sustainability appraisal is a systematic process which must be carried out during the preparation of a Local Development Plan in order to promote sustainable development by assessing the extent to which an emerging plan will achieve required environmental, economic and social objectives. All LDP strategic planning policies will be subject to SA incorporating Strategic Environmental Assessment (SEA).
- 1.5 DCSDC has commenced work on the preparation of the required Sustainability Appraisal and associated Strategic Environmental Assessment.

2.0 Context

- 2.1 Transportation in Northern Ireland is the responsibility of Transport NI (previously DRD Roads Service) who are the Sole Roads Authority in NI and are bound by legislation set out in The Roads (Northern Ireland) Order 1993. Transport NI operates within the policy context set by DRD, whose strategic objectives are to maintain, manage and develop Northern Ireland's transportation network. DRD formulates the Regional Transport Strategy and Transport NI Implement it.
- 2.2 The Regional Transport Strategy was created to support the RDS over a 10 year period (2002-2012). The strategy identified transportation investment priorities, considered potential funding sources and affordability of planned initiatives. The strategy also signalled a move away from a transport system dominated by car use to a more integrated system. A main feature of the strategy was to provide a transport system in which walking, cycling and public transport are made more attractive options.

Modes of Travel in Northern Ireland compared to DCSCDC

- 2.3 Various public and private bodies provide transport services throughout Northern Ireland, the main modes of travel used are private car, public transport and walking and cycling. On a survey carried out from DRD/NISRA between 2011-2013 the percentage of use from each mode are broke down as follows:
- Private car – 81%
 - Public Transport 7%
 - Walking & Cycling 3%
- 2.4 Those who own at least one car/van in DCSCDC is comparable to the Northern Ireland average. However DCSCDC has a higher than NI average with regards to those who have no car/van and a lower than NI average for those who have multiple cars/vans. The level of car/van ownership may be influenced by a number of factors. The high level of people who have no car/van ownership may be down to the large urban population within DCSCDC. Concentrated urban areas tend to have better access to public transport and other modes of transport, such as walking and cycling, are more viable. On the other hand socio-economic indicators such as high unemployment and deprivation levels may be reflective of the population's inability to access a car/van rather than a having a preference to use to other forms of transport.

Car/Van Ownership	Derry City Urban Area	Derry City & Strabane Council	Northern Ireland
No car/van	35%	29.13%	22.7%
1 car/van	47%	41.94%	41.38%
2 car/van	15%	21.70%	27.04%
3 car/van	3%	5.19%	6.28%
4 car/van	No Data	2.03%	2.58%

Source: 2011 Census

- 2.5 Section 66 (6) of the Local Government Act (NI) 2014 requires that;
'...in the discharge of its duties under subsection (1) a council must where appropriate have regard to its plan strategy and its local policies plan under sections 8 and 9 of the Planning Act (NI) 2011.'
- 2.6 Subsection (1) states that the Council must initiate, maintain, facilitate and participate in community planning for its district. In other words the LDP must have regard to the CP and vice versa.
- 2.7 The Community Planning Team of DCSDC carried out a public consultation in Autumn 2016 in preparation of the draft Community Plan. In relation to Transportation the following relevant issues were raised:
- Support the delivery of strategic national and interregional connectivity for the NW Gateway destination of Derry City and Strabane. This includes the A6 and A5 upgrades.
 - Delivery of support road and street network infrastructure such as A2 Buncrana Rd upgrade, completion of the feasibility of the orbital routes (identification of preferred route), and delivery of 3rd road bridge (identification of preferred route).
 - Support the development of a multi modal transport hub to promote the increased use of public and sustainable transport. This includes the delivery of a €30m NW multi-modal transport hub including amendments to the Waterside Transport hub, implementation of the Active Travel Plan, implementation of the Cross border Greenways Plan and the introduction of a bike hire scheme.
 - Produce and deliver on an agreed integrated transport strategy for Derry and Strabane District, which will improve rural connectivity and address current access needs/ urban disabled transport.
 - Railway upgrade to Belfast
 - Greenway investment- Progress with the implementation of the Northwest Greenways (2015) to provide improved access and connectivity to our communities, public realm and economic centres
 - Capitalisation and redevelopment of Councils opportunity sites/car parks
 - Develop an age friendly city and region by developing and implementing integrated actions on the 8 World Health Organisation key themes including transport.
 - Establish a multi-agency working group to assess, review, identify and implement the regeneration priorities for Harbour Square & Queens Quay

2.8 Current Policy Position

- 2.9 PPS 3 Access, Movement and Parking – was published in February 2005 and is the operational Planning Policy for access, movement and parking, it contains 11 specific policies (Appendix 1) in line with the objectives of the RDS to create sustainable transport, and these policies are designed with the objectives of:
- Promoting road safety, in particular, for pedestrians, cyclists and other vulnerable road users;
 - Restricting the number of new accesses and control the level of use of existing accesses onto Protected Routes;
 - Making efficient use of road space within the context of promoting modal shift to more sustainable forms of transport;
 - Ensuring that new development offers a realistic choice of access by walking, cycling and public transport, recognising that this may be less achievable in some rural areas
 - Ensuring the needs of people with disabilities and others whose mobility is impaired, are taken into account in relation to accessibility to buildings and parking provision;
 - Promoting the provision of adequate facilities for cyclists in new development;
 - Promoting parking policies that will assist in reducing reliance on the private car and help tackle growing congestion; and
 - Protecting routes required for new transport schemes including disused transport routes with potential for future reuse.
- 2.10 PPS 13 Transportation and Land Use – was also published in February 2005, it is a more strategic document and was created to assist in implementing the RDS in guiding the shape development plans should take to achieve sustainable transportation. The primary objective of PPS 13 is to integrate land use planning and transport by promoting sustainable transport choices, promoting accessibility for all and reducing the need to travel, especially by private car.
- 2.11 Derry Area Plan 2011: The DAP was adopted in 2000 and is beyond its notional end date of 2011. The DAP 2011 states that the priorities for transportation will be to minimise and, where possible, reduce the impact of transport on the environment by a balanced approach to the promotion of alternative means of private transport and improved public transport while ensuring that external access is improved and that industry and housing development continues to be adequately serviced.
- 2.12 Strabane Area Plan 2001, similarly beyond its notional end date, designates the Omagh – Strabane – Derry road and the Strabane – Lifford (Border) road as Protected Routes. The Plan proposals were primarily geared to improve the Omagh – Strabane – Derry Rd, reduce traffic congestion and improve the existing roads system to facilitate future development. Car parking was to be monitored and provided where practicable to meet demand.

- 2.13 The aim was to develop an efficient, safe, accessible and sustainable transportation system which offers better choice and mobility for all its users. The DAP 2011 outlines 5 policies and 1 proposal regarding Transportation:
- Policy TR 1 Public Transport
 - Policy TR 2 Traffic Management/Bus Measures
 - Policy TR 3 Cycling
 - Policy TR 4 Access onto Main Traffic Routes
 - Policy TR 5 Car Parking Provision in New Developments
 - Proposal TR 1 Strategic Highway Proposals
- 2.14 Policies TR 1, 2, 3, 4 and Proposal TR 1 are either strategic objectives in relation to their subject matter or clarification on projects being carried out by other Departments. Policy TR 5 sets out a policy approach on car parking provision for new developments based on the location of the site within the city. Within the Commercial Core (Zone A) developers are only expected to provide operational car parking, within the Central Area (Zone B) a mixture of operational and non-operational parking would be required as determined by the Department and in all other areas (Zone C) full standard operational and non-operational parking would be required.
- 2.15 Regional Development Strategy (RDS) provides an overarching strategic planning framework to facilitate and guide development in Northern Ireland. It sets out its objectives in terms of economic, social and environmental aims in order to achieve sustainable development. This overarching document sets out clear objectives for Transportation that have been fully considered in formulating the objectives of the SPPS.
- 2.16 The Strategic Planning Policy Statement for Northern Ireland (The SPPs) is a statement of the Department's policy on planning matters that should be implemented across Northern Ireland and it was formally adopted in September 2015. It has been agreed with the Northern Ireland Executive and its objectives have been judged to be in general conformity with those of the RDS. The regional strategic objectives are contained within the SPPS in relation to Transportation are as follows:
- promote sustainable patterns of development which reduce the need for motorised transport, encourages active travel, and facilitate travel by public transport in preference to the private car;
 - ensure accessibility for all, with the needs of people with disabilities and others whose mobility is impaired given particular consideration;
 - promote the provision of adequate facilities for cyclists in new development;
 - promote parking policies that will assist in reducing reliance on the private car and help tackle growing congestion;
 - protect routes required for new transport schemes including disused transport routes with potential for future reuse;
 - restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes; and

- promote road safety, in particular for pedestrians, cyclists and other vulnerable road users.

3.0 Consideration and Assessment of Planning Policy Statement 3: Access, Movement and Parking

3.1 This PPS sets out the Department's planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking. It forms an important element in the integration of transport and land use planning. It embodies the Government's commitments to the provision of a modern, safe, sustainable transport system, the improvement of mobility for those who are socially excluded or whose mobility is impaired, the promotion of healthier living and improved road safety.

3.2 The policies within PPS 3 give operational direction on important transport issues that are intrinsically linked to land use planning and the implementation of particular development schemes. As they are operational policies they're often linked to published standards on areas such as car parking and access arrangements. Transport NI have separate responsibilities under roads legislation in relation to other operational matters such as traffic management, roads maintenance and roads improvements.

3.3 Policy AMP 1: Creating an Accessible Environment aims is to create a more accessible environment for everyone. Accordingly developers should take account of the specific needs of people with disabilities and others whose mobility is impaired in the design of new development. SPPS has a regional objective to ensure accessibility for all, with the needs of people with disabilities and others whose mobility is impaired given particular consideration. Policy AMP 1 meets the policy objectives and provides detailed operational advice on how the policy should be implemented.

Approach 1: Adopt Policy approach and wording of AMP 3

Approach 2: Adopt Policy approach and wording of SPPS

Approach 1 is the preferred policy approach. This approach is in conformity with SPPS and also gives more clarity in terms of detail.

3.4 Policy AMP 2: Access to Public Roads. New development will generally require vehicular access to a public road, either in the form of a new access or by the use of an existing one. A properly located and well-designed access is essential for the safety and convenience of all road users – those proceeding on the public road, including cyclists and pedestrians, as well as those using the access.

- 3.5 AMP 2 sets out the occasions when new accesses are acceptable: Planning permission will only be granted for a development proposal involving direct access, or the intensification of the use of an existing access, onto a public road where:
- a) such access will not prejudice road safety or significantly inconvenience the flow of traffic; and
 - b) the proposal does not conflict with Policy AMP 3 Access to Protected Routes.
- 3.6 SPPS has regional objectives that are relevant to AMP 2: restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes; and promote road safety, in particular for pedestrians, cyclists and other vulnerable road users.
- 3.7 It is envisaged the position and scope of new accesses to zoned land in the LDP will be identified as key site requirements. There are no other local circumstances that should be specified in the access policy in the LDP.

Approach 1: Adopt Policy approach and wording of AMP 2

Approach 2: Adopt Policy approach and wording of SPPS

- 3.8 **Approach 1 is the Preferred Approach.** The SPPS does not provide sufficient detail on what new accesses are acceptable other than advising that those onto protected routes will be restricted and controlled. However AMP 2 does give suitable policy guidance on the matter and in terms of development management it is important that the LDP retains the approach taken by AMP 2.
- 3.9 Policy AMP 3. Access to Protected Routes: This policy has been superseded by PPS 3 AMP 3 Amplification within PPS 21. This relates to the consequential amendment to Policy AMP 3 of PPS 3. It set out the exceptional cases within PPS21 where an access can be granted onto a protected route. This meets the SPPS objective to restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes.
- Approach 1: Adopt Policy approach and wording of AMP 3*
- Approach 2: Adopt Policy approach and wording of SPPS*
- Approach 3: Adopt Policy approach of AMP 3 Amplification*
- 3.10 **Preferred policy Approach 3.** This policy approach sets out the exceptional cases where an access can be granted. The wording will be amended so that it reflects the rural policy within the LDP rather than PPS 21. LDP will also identify protected routes within DCSDC.
- 3.11 Policy AMP 4: Protection for New Transport Schemes states that planning permission will not be granted for development that would prejudice the implementation of a transport scheme identified in a development plan.

- 3.12 SPPS also has a regional strategic objective to protect routes required for new transport schemes including disused transport routes with potential for future reuse. In addition to this SPPS states that new transport schemes (including major proposals for road, rail and public transport provision, park and ride proposals and cycle / pedestrian networks) or planned improvements to the transport network should be identified in LDPs. The land required to facilitate such infrastructure provision needs to be afforded adequate protection from development likely to jeopardise its implementation.

Approach 1: Adopt Policy approach and wording of AMP 4

Approach 2: Adopt Policy approach and wording of SPPS

- 3.13 **The preferred policy approach in this case would be Approach 2.** AMP 4 does not give sufficient direction in terms of the strategic approach that is recommended by SPPS. In particular it does not set what it considers to be 'new transport schemes'.
- 3.14 Policy AMP 5: Disused Transport Routes states that planning permission will not be granted for development that would prejudice the future re-use of a disused transport route identified in a Development Plan for transport or recreational purposes.
- 3.15 SPPS deals specifically with disused transport routes. It states that LDPs should identify and safeguard disused transport routes such as former railway lines and canals where there is a reasonable prospect of re-use for future transport purposes. Where this is not the case, consideration should be given as to whether protection should be afforded through the Plan for alternative purposes such as a recreational, nature conservation or tourism related use.

Approach 1: Adopt Policy approach and wording of AMP 5

Approach 2: Adopt Policy approach and wording of SPPS

- 3.16 **The preferred policy approach is Approach 1.** The policy wording of AMP 5 will meet the objectives of SPPS on this matter.
- 3.17 Policy AMP 6: Transport Assessment: In order to evaluate the transport implications of a development proposal the Department will, where appropriate, require developers to submit a Transport Assessment.
- 3.18 SPPS states that in assessing development proposals planning authorities must apply the Department's published guidance. In determining a development proposal likely to generate a significant volume of traffic, planning authorities should require the developer to submit a Transport Assessment so as to facilitate assessment of the transport impacts; this should include mitigation measures where appropriate. The Transport Assessment may include a travel plan, agreed with Transport NI that sets out

a package of complementary measures to secure the overall delivery of more sustainable travel patterns and which reduces the level of private car traffic generated.

Approach 1: Adopt Policy approach and wording of AMP 6

Approach 2: Adopt Policy approach and wording of SPPS

- 3.19 **Preferred policy approach is Approach 2.** SPPS advises that the requirement for a TA will be in accordance with published joint guidance between DOE and DRD in 2006. AMP 6 refers to an earlier 2004 version and it is important that the LDP reflects the up to date guidance.
- 3.20 Policy AMP 7 Car Parking and Servicing Arrangements states that development proposals will be required to provide adequate provision for car parking and appropriate servicing arrangements. The precise amount of car parking will be determined according to the specific characteristics of the development and its location having regard to the Department's published standards or any reduction provided for in an area of parking restraint designated in a development plan. Proposals should not prejudice road safety or significantly inconvenience the flow of traffic.
- 3.21 AMP 7 also outlines a number of circumstances outside designated areas where a reduced level of car parking may be acceptable.
- 3.22 SPPS has a regional strategic objective to promote parking policies that will assist in reducing reliance on the private car and help tackle growing congestion.
- 3.23 SPPS states that LDPs should identify existing and any proposed town centre car parks. As part of preparing an overall car parking strategy, councils should bring forward local policies to ensure adequate provision for car parking within new developments (including spaces for people with disabilities, and parent and child parking spaces) and appropriate servicing arrangements. LDPs should also consider and identify park and ride / park and share sites where appropriate. LDPs should recognise the role of car parking in influencing modal choice between private car and public transport. LDPs should consider a range of initiatives such as designating areas of parking restraint, reducing the supply of long term parking spaces, pricing policy, land use measures and innovative work practices.

Approach 1: Adopt Policy approach and wording of AMP 7

Approach 2: Adopt Policy approach and wording of SPPS

Approach 3: Adopt Policy approach of SPPS and have specific parking strategy within LDP for DCSDC.

- 3.24 **Preferred policy approach is Approach 3.** AMP 7 does not fully encompass a direction that is wholly consistent with the overall objective of reducing reliance on the private car and help tackle growing congestion. The broader

objectives of SPPS should be adopted in a locally focused approach. For Derry and Strabane it is recommended that a parking policy for new developments should be developed that differentiates the required provision of operational and non-operational parking required in defined spatial areas such as Primary Retail Core, Central Area and all other areas. Other selected policy guidance, justification and amplification from AMP 7 could be included in a local parking policy for DCSDC.

3.25 Policy AMP 8 Cycle Provision: Planning permission will only be granted for development providing jobs, shopping, leisure and services, including educational and community uses where the needs of cyclists are taken into account. This includes the provision of cycle access, parking, and links to parking networks. In addition to this there is a requirement for major employment generating development to cater for the appropriate provision of shower and changing facilities.

3.26 SPPS has a regional strategic objective to promote the provision of adequate facilities for cyclists in new development.

Approach 1: Adopt Policy approach and wording of AMP 8

Approach 2: Adopt Policy approach and wording of SPPS

3.27 **The preferred policy approach is Approach 1.** Approach 1 provides an operational policy on cycle provision that meets the objectives of SPPS.

3.28 Policy AMP 9 Design of Car Parking sets out operational advice on how new car parks should be designed. A high standard is expected and permission will be granted subject to certain criteria including that proposals respect the local townscape/character, do not adversely affect visual amenity and provision has been made for the direct and safe access and movement of pedestrians and cyclists within the site.

SPPS does not provide any operational advice on this matter.

Approach 1: Adopt Policy approach and wording of AMP 9

Approach 2: Adopt Policy approach and wording of AMP with minor changes to address and /or emphasis policy approach to relationship of multi storey car parks with streetscapes.

3.29 **Preferred policy approach is Approach 2.** Whilst AMP 9 advises that proposals will be granted permission when they respect the character of the local townscape. Multi-storey car parks are an accepted city centre solution in terms of meeting car parking spaces. However local experiences have shown that design of such proposals can sometimes have negative impact on the appearance, function and character of some of our city centre streets. In particular there are examples of large car parks with no active frontage or relationship with the street that they are located. It is recommended that within the Central Area of Derry, such proposals must have active frontage at ground floor level. Innovative design approaches in other city centres

demonstrate that this can be achieved and such policy guidance will direct designers at the earliest stage to this preferred approach.

3.30 Policy AMP 10 Provision of public and private car parks: AMP 10 states that planning permission will only be granted for the above where the following is demonstrated:

- they do not significantly contribute to an increase in congestion;
- are not detrimental to local environmental quality;
- they meet a need identified by the Department for Regional Development in Transport Plans or accepted by DRD following robust analysis provided by a developer ;
- within defined areas of parking restraint they are only used for short-stay parking and are appropriately managed to deter long stay commuter parking; and
- they are compatible with adjoining land uses

3.31 SPPS advises that in determining proposals for public and private car parks, including extensions, the planning authority should be satisfied that there is a need for the development by reference to the councils overall parking strategy following a robust analysis by the applicant. In such cases the planning authority should consult with DfI, or the relevant transport authority. Other relevant planning considerations when determining such proposals will include traffic and environmental impacts and the proposals compatibility with adjoining land uses.

Approach 1: Adopt Policy approach and wording of AMP 9

Approach 2: Adopt Policy approach and wording of SPPS

Approach 3: Adopt Policy approach and wording of SPPS with minor changes to include aspect of AMP 9.

The preferred policy approach is Approach 3. This approach takes into account the Council's Car Parking Strategy whilst still retaining detailed direction as set out in AMP 9 such as the line in relation to congestion.

3.32 Policy 11 Temporary Car Parks

Planning permission will not be granted for the development of a temporary car park unless it is demonstrated that:

- it complies with Policy AMP 10 and the developer can show that a need exists which cannot be met in the short term by the Department or the private sector; and
- it is submitted in conjunction with programmed proposals to develop / redevelop the site in question.

Planning permission if granted will be subject to a time-limited condition for a period of 1 year.

Temporary car parks are not addressed within SPPS and it seems reasonable and necessary that the current policy provisions within PPS 3 are carried forward in the LDP.

- 3.33 Planning Policy Statement, PPS 13 “Transportation and Land Use” has been prepared to assist in the implementation of the RDS. It will guide the integration of transportation and land use, particularly through the preparation of development plans and transport plans. It will also be a material consideration in dealing with individual planning applications and appeals.
- 3.34 This PPS also recognises the significance of the Regional Transportation Strategy for Northern Ireland 2002-2012 (RTS), which sets out the progress towards delivery of the transportation vision that can be achieved over the ten-year period 2002-12. The RDS and RTS together, provide a unique integrated approach to transport and land use planning and this PPS should be read in conjunction with these two overarching documents.
- 3.35 The primary objective of PPS 13 is to integrate land use planning and transport by:
- promoting sustainable transport choices;
 - promoting accessibility for all; and
 - reducing the need to travel, especially by private car.
- 3.36 Unlike other PPSs which are policy documents, PPS 13 contains General Principles, which are to be applied to the planning and delivery of transportation and development. These General Principles have been drawn from the strategic policy guidance contained within the RDS.
- 3.37 Both General Principle 1 and 2 related to the integration of transportation policy within the LDP.

General Principle 1

- 3.38 The integration of transportation policy and land use planning should be taken forward through the preparation of development plans and transport plans informed by transport studies.
- 3.39 The justification of this principle goes on to expand on the importance of the integration of land use and transportation planning. It goes on to state that a key stage in the process should be the preparation of a transport study, which will provide issues, problems and opportunities across a plan area. It will also include an analysis of car parking and can assess the need for appropriate local policies or proposals in the development plan/transport plan.
- 3.40 The justification further states that Development plans and transport plans have a complementary role to play in promoting greater integration of transportation and land use planning and they should reinforce each other. This will help to ensure that the land use allocations, key site requirements and policies of a development plan are closely linked with the policies, proposals and investment priorities for transportation identified in the transport plan.

General Principle 2

- 3.41 Accessibility by modes of transport other than the private car should be a key consideration in the location and design of development.
- 3.42 GP 2 states that the location and design of development has a fundamental influence on travel patterns. In the allocation of land in a development plan and making decisions on development proposals, a key aim will be to integrate transportation and land use in ways which enable people to carry out their everyday activities with less need to travel and with the maximum modal choice. This will require the consideration of ways to reduce the physical separation between housing and services such as shopping, jobs, health and education facilities.
- 3.43 The following criteria should be employed in the determination of land use, while also taking into account other planning policies and environmental aims:
- Accessibility by modes of transport other than the private car should be a key consideration in the allocation of land for development.
 - The potential to deliver an integrated land use/transport planning approach should be maximised by the identification of key sites within larger urban areas that are most readily accessible.
 - Higher density and mixed use developments should be focused in locations benefiting from high accessibility to public transport facilities.
 - Land for distribution and storage facilities should be allocated locations at the edge of urban areas that benefit from ease of access to the Regional Strategic Transport Network and should, where feasible, incorporate the potential for use of rail freight.
 - All major travel generating uses should be accessible by public transport and wherever feasible, walking and cycling.
 - All major housing developments should incorporate local neighbourhood facilities.
 - The design and layout of development should facilitate ease of access by public transport, support walking and cycling and meet the needs of people with disabilities and others whose mobility is impaired.
 - The development of tourism facilities and tourist nodes linked to a specific physical, cultural or historic site should provide for access by public transport, walking and cycling wherever feasible.
- 3.44 The SPPS states that the preparation of a LDP provides the opportunity to assess the transport needs, problems and opportunities within the plan area and to ensure that appropriate consideration is given to transportation issues in the allocation of land for future development, including appropriate integration between transport modes and land use. Preparation of a local transport study will assist in this process. Councils should seek early engagement with DfI, or the relevant transport authority, and take account of their 'The New Approach to Regional Transportation' document and any subsequent transport plans.

- 3.45 LDPs should identify active travel networks and provide a range of infrastructure improvements to increase use of more sustainable modes. In particular, within urban areas, providing enhanced priority to pedestrians, cyclists and public transport and an appropriate level of parking provision which is properly managed, should assist in reducing the number of cars in our urban areas.
- 3.46 An iterative Transport Study will be undertaken by the Department of Infrastructure's (DfI) Transport NI. The LDP Team will work closely with Transport NI to ensure that issues regarding transport within the District are

Preferred Approach 1: *The thrust of the General Principles 1 and 2 should be retained and wording amended to reflect the SPPS/Transport Study and local circumstances.*

General Principle 3

- 3.47 The process of Transport Assessment (TA) should be employed to review the potential transport impacts of a development proposal.

General Principle 4

- 3.48 Travel Plans should be developed for all significant travel generating uses. It is stated that Travel Plans may be required for those developments which are likely to be significant travel generators such as airports, businesses, hospitals and schools. They can help mitigate adverse impacts highlighted in a Transport Assessment and may also be used as a measure to promote more sustainable access to help reduce car dependency.
- 3.49 A Travel Plan should set out a clear set of targets, measurable outputs and should set out the arrangements for monitoring the progress of the plan, as well as arrangements for enforcement in the event that agreed objectives are not met

General Principle 5

- 3.50 Developers should bear the costs of transport infrastructure necessitated by their development.

General Principles 3 to 5 are operational policies. These three principles correspond with Policy AMP 6 of PPS 3

Preferred Approach: *The thrust of the above three principles is contained the AMP 6, which has being reviewed above.*

- 3.51 It should be noted that there is also a LDP element of GP 5, which states that for zoned land or key sites, the development plan should identify the requirements for significant new transport infrastructure or services necessary to facilitate the development.
- 3.52 The SPPS does not have any corresponding text relating to the identification of requirements for significant infrastructure/services required.

- Approach 1: Identify requirements for significant new transport infrastructure/services to facilitate development;
- Approach 2: Consider services required as application is submitted.
- Approach 3: Identify requirements for significant new transport infrastructure/services to facilitate development or, where necessary, provide within the LDP an Infrastructural Development Framework for key zonings

3.53 **Preferred Approach 3:** *It is considered that by identifying what infrastructure and services are required, potential developers will therefore be aware of potential costs. It is proposed that by including such a policy in the LDP, potential developers will be aware of additional works that will be required, where necessary for sites or larger, more strategic zonings. Therefore they will be able to design comprehensively and will be able to factor the associated costs of required infrastructural works into overall site development costs.*

3.54 The following three General Principles 6, 7 & 9 all relate to the moving away from private car use towards more sustainable travel.

General Principle 6

3.55 GP 6 states that controls on parking should be employed to encourage more responsible use of the private car and to bring about a change in travel behaviour.

3.56 The SPPS states that in assessing the appropriate amount of car parking, account should be taken of the specific characteristics of the development and its location, having regard to the Department's published standards and any reduction in standards provided for through a LDP or Transport Assessment.

3.57 In determining proposals for public and private car parks, including extensions, the planning authority should be satisfied that there is a need for the development by reference to the councils overall parking strategy following a robust analysis by the applicant. In such cases the planning authority should consult with DfI, or the relevant transport authority. Other relevant planning considerations when determining such proposals will include traffic and environmental impacts and the proposals compatibility with adjoining land uses.

3.58 **Preferred Approach:** *The thrust of the General Principle should be retained and wording amended to reflect the SPPS/Transport Study and local circumstances.*

3.59 GP 6 goes on to state that Public car parking provision is essential to the vitality and viability of town and city centres. There may, however, be significant economic benefits in releasing certain parking land for other forms of development in the heart of towns and cities. Clearly a delicate balance needs to be struck to ensure that the parking strategy does not constrain economic investment or act as a disincentive to the vitality of the town centre.

- Approach 1: Identify car parking within the LDP, which may be developable, which will provide valuable land within urban areas for investment and growth.
- Approach 2: Do not identify such sites.

3.60 **Preferred Approach 1:** *Opportunity sites have been historically identified within Development Plans. Identifying existing car parking as opportunity sites may provide the chance to develop in the urban areas, where such sites are not often available. Releasing car parks for redevelopment will have the double effect of regenerating the urban areas and by lessening the car parking offer may bring about change in travel behaviour.*

3.61 An additional another element of GP 6 relates to Car Park, which states as part of an overall parking strategy, development plans may designate areas or zones within which a reduction of the published parking standards will be applied i.e. an area of parking restraint. It is unlikely in the short term that such areas will be brought forward in settlements of less than 10,000 population. In larger settlements, several zones with varying levels of reduction from the published parking standards, may be identified, to reflect the different character and level of accessibility.

3.62 The SPPS also states that LDPs should identify existing and any proposed town centre car parks. As part of preparing an overall car parking strategy, councils should bring forward local policies to ensure adequate provision for car parking within new developments (including spaces for people with disabilities, and parent and child parking spaces) and appropriate servicing arrangements. LDPs should also consider and identify park and ride / park and share sites where appropriate. LDPs should recognise the role of car parking in influencing modal choice between private car and public transport. LDPs should consider a range of initiatives such as designating areas of parking restraint, reducing the supply of long term parking spaces, pricing policy, land use measures and innovative work practices.

3.63 Similarly to GP 6 and the SPPS in relation to reduction of car parking standards, Policy TR 5 of the Derry Area Plan 2011 relates to Car Parking Provision in New Developments - this is a zone based policy for the city, whereby different car parking standards are applied to different zones.

- Zone A - the Commercial Core, in which only operational car parking (servicing and other essential operations) will normally be permitted.
- Zone B - the remainder of the Central Area and areas of mixed use elsewhere in the urban area, in which both operational and non-operational car parking will be required as determined by the Department.
- Zone C - all other areas in which full operational and non-operational car parking will normally be required.

3.64 The DAP considered that adequate provision of car parking spaces will help to ensure the continuing attraction and viability of the Central Area and the Commercial Core. However, generous car parking provision will also increase

the attraction of private cars and add to congestion. A balance is required between commercial need and the desirability of reducing car travel.

- Approach 1: Remove reduction in car parking standards across the District
- Approach 2: Retain reduction in car parking standards in Derry
- Approach 3: Retain reduction in car parking standards in Derry and apply similar to Strabane

3.65 **Preferred Approach 3:** *The provision of large numbers of car parking in our City and town centres does not dis-incentivise people from using the private car. Controls, such as the reduction of car parking spaces, could therefore be put in place to encourage people to use other modes of travel. Retaining the car parking standards in Derry and applying similar to Strabane means that potential developments within the centres, where land is at a premium and harder to obtain, will not be restricted by the necessity to supply car parking. While the existing central public car parking should also provide sufficient parking, these central locations also benefit from the existing public transport links, which will serve to reduce reliance on the private car.*

General Principle 7

3.66 States that park and ride and park and share sites should be developed in appropriate locations to reduce the need to travel by car and encourage use of public transport.

General Principle 9

3.67 Reliance on the private car should be reduced through a modal shift to walking, cycling and public transport.

3.68 The SPSS states that LDPs should identify existing and any proposed town centre car parks. As part of preparing an overall car parking strategy, councils should bring forward local policies to ensure adequate provision for car parking within new developments (including spaces for people with disabilities, and parent and child parking spaces) and appropriate servicing arrangements.

3.69 LDPs should also consider and identify park and ride / park and share sites where appropriate. LDPs should recognise the role of car parking in influencing modal choice between private car and public transport.

3.70 LDPs should consider a range of initiatives such as designating areas of parking restraint, reducing the supply of long term parking spaces, pricing policy, land use measures and innovative work practices.

Preferred Approach 1: *General Principles 7 and 9 will be fulfilled through the LDP preparation by Transport Study for the District and the LDP objectives.*

General Principle 8

3.71 Land required to facilitate improvements in the transport network should be afforded protection.

- 3.72 The SPPS states that new transport schemes (including major proposals for road, rail and public transport provision, park and ride proposals and cycle / pedestrian networks) or planned improvements to the transport network should be identified in LDPs. The land required to facilitate such infrastructure provision needs to be afforded adequate protection from development likely to jeopardise its implementation.

Preferred Approach 1: *General Principle 8 will be fulfilled through the LDP preparation by Transport Study for the District and the LDP objectives.*

General Principle 10

- 3.73 Rural public transport schemes should be developed to link rural dwellers to essential facilities and larger settlements.

- 3.74 There is no reference to rural public transport schemes within the SPPS.

- Approach 1 - General Principle 10 will be fulfilled through the LDP preparation by Transport Study for the District and the LDP objectives.

- 3.75 **Preferred Approach 1:** *General Principles 10 will be fulfilled through the LDP preparation by Transport Study for the District and the LDP objectives. The Transport Study will help inform how the LDP can facilitate rural public schemes, such as park and ride.*

General Principle 11

- 3.76 Innovative measures should be developed for the safe and effective management of traffic and states that transport plans, informed by transport studies, will identify an integrated range of traffic management policies. These policies should include:

- reducing the adverse impacts of heavy traffic such as noise, local air pollution, traffic collisions and the barrier such traffic creates to ease of pedestrian and cyclist movement;
- promoting safe walking, cycling and public transport across the whole journey;
- contributing to urban renaissance through improving the appearance of urban areas and allowing the efficient use of land;
- helping to avoid traffic bottlenecks within the urban area;
- facilitating links between major city centre developments and public transport; and
- providing resident parking schemes to avoid overspill on street parking adjacent to development with limited on-site parking.

- 3.77 Traffic management can have particular benefits in congested town centres and in residential areas with significant traffic. Measures to promote the prioritisation of public transport as well as safer walking and cycling include well-designed pedestrianisation and pedestrian priority schemes.

- 3.78 In the design of new residential areas low traffic speeds will be encouraged. In established residential areas the introduction of a range of traffic calming and road safety measures will help improve the quality of the environment.

Preferred Approach 1: *General Principle 11 will be fulfilled through the LDP preparation by Transport Study for the District and the LDP objectives.*

General Principle 12

- 3.79 The integration of transport and land use planning should seek to create a more accessible environment for all.
- 3.80 The transport needs of people with disabilities will be factored into the preparation of transport plans and development plans. Transport studies, including accessibility analysis, will inform this process.
- 3.81 It is considered that the need of people with disabilities should always be considered in determining planning application and throughout the LDP process. Such proposals should be sensitively designed so as to meet the needs of all users

Preferred Approach 1: *General Principle 12 will be fulfilled through the LDP preparation by Transport Study for the District and the LDP objectives.*

4.0 Conclusion

- 4.1 In light of the review of the policies contained with PPS 3 & 13, as well as discussion held with Members and Development Management, it is considered that the majority of the policy/general principles will be retained, albeit with some amendments.