

SPD3 (Interim): Torridge District Vehicle Parking and Accessibility Standards SPD 2005

Status and Objective

1. The SPD was subject to consultation in 2005. This interim version takes the consultation responses into account. It may be adopted once a Sustainability Appraisal has been produced. The Council may prioritise such activities in due course.
2. The objective is clear standards that promote a modal shift to more sustainable forms of travel and reduce the land take of development. The standards that have been developed are based on the maximum standards set out in PPG13 Transport and the interim standards introduced in the Regional Transport Strategy (RTS). These are maximum parking standards, above which additional parking provision normally would not be acceptable.

Context

3. In respect of standards for residential development, the difference between the urban and rural areas of the district has been considered and taken into account. In assessing those areas best able to accommodate reduced parking provision and stricter standards, the accessibility criteria within the RTS have been taken into account, particularly in relation to desirable walking distances and availability of public transport.
4. The only places within the district that satisfy the RTS accessibility criteria that relate to public transport (ie an hourly or more frequently timetabled bus service between 7 am and 7 pm) are the areas along the Barnstaple – Bideford – Great Torrington service routes and the neighbourhoods around the Bideford – Northam – Westward Ho! – Appledore service routes. Where other areas of the District, including Holsworthy Area Centre and the Local Centres, do have a regular public transport service, it is mostly up to five daily visits only. Areas along the Hartland – Woolfardisworthy – Great Torrington – Stibb Cross and Merton – Holsworthy – Halwill Junction – Okehampton routes have up to nine visits per day. These services rarely are spread evenly and more usually are concentrated in the morning and early evening periods. Some specialised services that route directly to North Devon College serve the rural settlements, but these are restricted to college days and geared to timetables.
5. The lack of a comprehensive public transport service within the majority of the District area is reflected in the high car ownership rate for householders in the district – at 81.9% compared to the national average of 73.2%. This necessity is reflected also in the percentage of households owning two or more cars - at 33.6% compared to the national average of 29.4%. If the urban wards (covering the Area Centres) are excluded from the analysis, the ownership rate rises to 91.6%, with 47.4% owning two or more cars (Sources: 2001 Census, ONS; Land Registry, 2001).

Scope and Purpose

6. It is expected that all new non-residential development should provide for an element of cycle parking, in addition to the parking standards set out in the tables. Standard levels of provision for specific uses may be developed in due course.
7. It is expected that motorcycle parking and disabled parking should be provided as an integral part of the standard provision set out in the tables. Specific guidance for disabled parking is available in Traffic Advice Leaflet 5/95, in Parking for Disabled People and in BS8300 (2001).
8. Commercial development within general employment areas and in other commercial areas outside town centres offers the best opportunity to reduce significantly the land taken up by development.
9. No more than 50% of the parking space provided in commercial development should be for dedicated use by individual units. The remainder should be provided on a communal basis, shared, managed and controlled either by the commercial units that share the facility or by the estate management company. This will ensure more efficient use of space. By design, communal space should be sited within short /easy walking distance of all units in the scheme. This should discourage on-street parking.
10. The space saving principle also should be applied to lorry parking. Each commercial unit may provide dedicated lorry delivery and despatch facilities but lorry parking facilities should be shared between numbers of units. Commercial estates should incorporate strategically located parking areas. Any commercial parking areas associated with individual units should be small. Consequently, a higher density of units may be achieved, reducing land uptake and maximising the economic and employment potential of estates.

Torrige District Vehicle Parking & Accessibility Standards – Table 1: Non-residential

Maximum Operational Parking Standards and Operational Service Requirements

(per sq m gross floor area unless otherwise stated)

Use Class /Land Use	Maximum Non-Operational Parking Standard ¹	Maximum Operational Service Requirement ²
A1 Food Retail	<i>1 space per 14 sq m</i>	Supermarkets: <1000 sq m – 1 lorry space <2500 sq m – 2 lorry spaces >2500 sq m – 3 lorry spaces
A1 Non-Food Retail (inc Garden Centre Stores)	<i>1 space per 20 sq m</i>	Stores: <1000 sq m – 1 lorry space <2500 sq m – 2 lorry spaces >2500 sq m – 3 lorry spaces
A2 Financial & Professional Services	<i>1 space per 20 sq m</i>	Offices /Premises: As A1 Non-Food Retail Stores ³
A3 Food & Drink – Restaurant & Public House	1 space per 5.5 sq m (Dining Area) + 1 space per 2 sq m (Customer Drinking Area)	1 lorry space ³
B1 Business Use (inc Offices Studios, Labs & High Tech)	<i>1 space per 30 sq m</i>	1 lorry space ³
B1 Light Industrial	<i>1 space per 30 sq m</i>	1 lorry space per 1000 sq m ³
B2 General Employment Uses	<i>1 space per 50 sq m</i>	1 lorry space per 100 sq m ³
B8 Warehousing, Storage & Distribution	<i>1 space per 200 sq m</i>	1 lorry space per 300 sq m ³
C1 Hotels (inc Boarding & Guest Houses)	Tourist Accommodation – 1 space per bedroom (Restaurant & Bar as A3)	1 lorry space ³
C2 Care Homes, Nursing Homes & Institutions	1 space per 4 staff + 1 space per 3 visitors	
C2 Hospitals	<i>1 space per 4 staff + 1 space per 3 visitors</i>	
C2 Hostels	1 space per 4 bedrooms	
D1 Churches, Community Centres & Halls	1 space per 40 sq m	
D1 Conference Facilities	<i>1 space per 5 seats</i>	
D1 Higher & Further Education	<i>1 space per 2 staff + 1 space per 15 students</i>	
D2 Assembly and Leisure ⁴	<i>1 space per 22 sq m</i>	
D2 Cinemas	<i>1 space per 5 seats</i>	
D2 Outdoor Sport & Recreation (Outdoors Sports Facilities)	1 space per 2 or 4 players – Bideford /Northam: 4 – Elsewhere: 2	
D2 Stadia	<i>1 space per 15 seats</i>	

Standards that do not vary the RTS /RPG10 Interim Standards are shown in *italics*.

Notes: PTO

Notes to Table 1:

1. Incorporates the RPG10 (Sep 2001) Annex A: Interim Maximum Parking Standards, and takes account of the Devon Structure Plan 2001 to 2016 (Oct 2004) Table 7: Maximum Parking Standards (Policy TR4). Neither includes residential standards.
2. Incorporates the Devon Local Transport Plan Topic Paper 3.13 Parking Strategy Appendix 3 Table 1: Maximum Non-Operational Parking Standards and Operational Servicing Arrangements. Some types of development have no specified requirement. In such circumstances, requirements will be assessed as appropriate and applied as necessary, taking into account the scale, character and location of the development proposed.
3. There will be circumstances when the requirement for an on-site facility can be waived, due to provision or availability elsewhere - eg: where loading and unloading is permitted on the public highway, where designated public loading bays /lay-bys are provided), or where a traffic management strategy is in place and a policy limiting on-street deliveries to specific times can provide appropriate controls. Such circumstances usually apply to town centre sites where a pedestrianisation scheme functions and /or a traffic management schemes is in operation.
4. Includes Health Clubs and Sports Halls. Excludes Cinemas, Churches, Community Centres, Halls, Outdoors Sports Facilities and Stadia.

Definitions:

Operational Parking –

is that required to accommodate users including for servicing, delivery and collection purposes who do *need* to drive to the site, demand for which normally generates a short term parking need (see Note 3).

Non-Operational Parking –

is that required to accommodate an appropriate proportion of users including commuting employees, shoppers, business callers, customers and other visitors who do not *need* to drive to the site, demand for which normally generates a medium and long term parking need.

Specifications:

Design specifications and guidance for the development of vehicle and cycle parking and garaging spaces, of service areas and turning heads and of delivery, drop and collection points normally can be provided by the Devon County Council (the Highway Authority) or may be found in the following publications:

New Metric Handbook – Planning and Design Data, David Adler, Apr 1999 (Second Edition):
Architectural Press

Architects' Data, Ernst & Peter Neufert, 2000 (Third Edition): Blackwell Science (ISBN
9780632057719)

Highways in Residential and Commercial Estates – Design Guide, DCC Environment Dept, Jan 1996
Department of Transport – Traffic Advisory Leaflets:

- Motorcycle Parking – Traffic Advisory Leaflet 02/02
- Key Elements of Cycle Parking Provision – Traffic Advisory Leaflet 05/02
- Home Zones, Planning and Design – Traffic Advisory Leaflet 10/01
- Supply and Demand for Cycle Parking – Traffic Advisory Leaflet 07/97
- Parking for Disabled People – Traffic Advisory Leaflet 05/95

Parking Spaces: A Design, Implementation and Use Manual for Architects Planners and Engineers,
Mark C Childs, 1999: McGraw-Hill (ISBN 0070578095)

National Cycling Strategy 1996: Parking and Security

Torrige District Vehicle Parking Standards – Table 2: Residential

Maximum Operational Parking Standards

(per house means per single dwelling unit and relates pro-rata to communal parking schemes where stated)

	Maxima	Additional Guidance & Explanatory Notes	
C3 Housing – General: Specified Locations*			
Include off-street parking provision appropriate to the location, the accessibility and the type of housing to be provided, reducing the level where possible and appropriate.			
Principal Area Centre: 1. Within Town Centre 2. Outside Town Centre	1. 1 space per house 2. 1.5 spaces per house or up to 2 spaces by negotiation provided that overall average ≤ 1.5 space per house	Relaxation of Standard 2 depends on type of scheme, mix of units and location in relation to public transport and other alternatives, including contributions to communal /off-site parking and /or CCTV cameras that encourage use of communal or public parking areas.	
Other Area Centres: 1. Within Town Centre 2. Outside Town Centre	1. 1 space per house 2. 1.5 – 2 spaces per house provided that overall average ≤ 1.5 space per house	Standard 2	Depends on type of scheme, mix of units and location in relation to public transport, availability of public parking capacity and other alternatives.
Rural Settlements: 1. Local Centres 2. Villages (DVT2 Schedule B)	1. 1.5 – 2 spaces per house 2. 2 spaces per house	Standard 1	
Open Countryside (outside Area & Local Centres and Rural Settlements)	About 2 spaces per house	Standard depends on type of scheme, mix of units, number of bedrooms and location in relation to public transport and other alternatives.	
C3 Accommodation: Specified Types*			
Sheltered	1 space per 2 houses 1 visitors space per 3 houses		
Age Restricted: 55+ (no element of care or supervision)	About 1 space per house	Standard depends on type of scheme, mix of units and location in relation to public transport and other alternatives, including contributions to communal /off-site parking and /or CCTV cameras that encourage use of communal parking areas or public parking.	
Tourist Accommodation (inc Barn Conversions): 1. 1 – 2 beds 2. 3+ beds	1. 1 space per house 2. 1.5 spaces per house or 2 spaces only where: • A single house in rural area • Not related to a farm complex or tourist facility	Provide communal parking spaces. Avoid development of garages in barn /rural building conversions - for covered parking, use open fronted barns /linhays.	

*Note:

Inflexible allocation of spaces to individual house plots should be avoided – it would sterilise space not in use by the household

- Schemes of > 1.5 spaces per house should comprise significant communal parking
- Schemes of ≤ 1.5 spaces per house could comprise a mix of individual spaces and /or communal parking.
- All schemes with 2+ spaces per house should include garaging.

Assigned communal spaces should be used flexibly & efficiently so that the space is available for use by others if not needed by occupants.