

**PROPOSED CARE HOME AND ASSISTED LIVING APARTMENTS  
TOPSHAM ROAD, EXETER**

**CASTLEOAK CARE DEVELOPMENTS**

**PARKING NOTE**

**OCTOBER 2017**

**1.0 INTRODUCTION**

- 1.1 This note has been prepared by Peter Evans Partnership (PEP) to accompany a planning application to Exeter City Council for development of a care home and assisted living apartments at a site off Topsham Road in Exeter, Devon. The existing site is occupied by the Exeter Royal Academy for Deaf Education.
- 1.2 The note sets out details of the car and cycle parking proposed for the development in context with Exeter City Council and Devon County Council parking guidance and appraises the level of provision.

**2.0 PARKING STANDARDS**

**2.1 Exeter City Council**

- 2.1.1 The Exeter Local Plan 1995-2011 sets out information on car parking standards for development in saved Policy T10 and Schedule 3. However parking standards for care homes and assisted living accommodation are not provided.
- 2.1.2 In terms of disabled parking Schedule 4 sets out guidance and indicates that for car parks of up to 200 bays individual bays for each disabled employee are required plus two bays or 5% of the total capacity, whichever is greater.
- 2.1.3 Information on cycle parking is provided in saved Policy T3 and Schedule 2. However a specific level of cycle parking provision for care homes and assisted living accommodation is not provided.

**2.2 Devon County Council**

- 2.2.1 The Devon Structure Plan 2001-2016 refers to parking standards in Policy TR4 which indicates that parking strategies provided in Local Plans will contribute to the effective management of travel demand including by *'requiring parking standards for new development to be at or below current regional guidance, with stricter parking standards applying in town and city centres'*.
- 2.2.2 Specific standards of car or cycle parking levels for development are not provided by Devon County Council.

### **3.0 PROPOSED DEVELOPMENT**

- 3.1 The scheme proposals comprise a residential care home with some 68 bedrooms and assisted living accommodation with some 61 apartments including 21 x 1-bed, 25 x 2-bed and 5 x 3-bed.
- 3.2 Some 27 car parking spaces, including two for disabled use, and an ambulance bay are proposed for the care home with some 28 car parking spaces, including two for disabled use, and an ambulance bay proposed for the assisted living apartments.
- 3.3 The four disabled bays are in accordance with the Equality Act 2010 with 1.2m safety margins provided and are proposed near the building entrance for convenience.
- 3.4 Cycle parking would also be provided within the site with two shelters each with three Sheffield stands for six cycles to be proposed.
- 3.5 In terms of accessibility the site is adjacent to bus routes on Topsham Road with bus stops provided opposite the site for eastbound services and some 50m west of the site for westbound services. Off-road cycle routes are also available on Topsham Road and along the River Exe some 200m south west of the site.
- 3.6 A Travel Plan would also be prepared and implemented at the care development. This would set out a set of measures to encourage staff as well as visitors to walk, cycle, use public transport or car share for travel to the site. The measures would include:
- appointment of a Travel Plan Coordinator to implement and manage the Travel Plan and liaise with Devon County Council;
  - cycle parking facilities for staff and visitors;
  - staff showers, lockers and changing facilities;
  - implementation of a car sharing scheme amongst staff;
  - up-to-date public transport information for staff and visitors; and
  - undertaking of staff travel surveys for ongoing monitoring.

### **4.0 CAR PARKING REVIEW**

#### **4.1 Care Home**

- 4.1.1 Given the lack of relevant parking standards in Exeter or Devon's policy documents for care homes the TRICS survey traffic data has been used to determine the potential maximum car parking demand at the care home based on the arrivals and departures pattern during the day. This information is set out at Attachment 1.
- 4.1.2 Using the TRICS data the maximum net number of cars accumulated on site at the end of each hour would be some 19 between 13:00-14:00. Assuming that all arrivals in each hour enter the site before the departures have left the site then the likely maximum parking demand at the care home would be for some 24 spaces in the mid-afternoon.

- 4.1.3 In practice the TRICS traffic survey data would have included service vehicles and staff/visitor drop-offs by vehicles that do not stay and park on site. In any event the maximum demand indicated by the TRICS review can be satisfactorily accommodated by the 27 spaces proposed with three additional spaces therefore available for flexibility.
- 4.1.4 Similarly sized care homes operating in Exeter have also been reviewed to confirm typical parking levels that have been accepted by Exeter City Council and Devon County Council:

Care Home	Bedrooms	Car Spaces	Spaces/Bedroom
Green Tree Court	68	23	0.34
Lucerne House	75	23	0.31
Greenslades	67	11	0.16
Cadogan Court	70	18	0.26

- 4.1.5 The average parking provision at the four selected care homes is around 0.27 spaces per bedroom. However the parking ratio at the proposed care home equates to 0.4 spaces per bedroom which is in excess of the highest parking ratio at the existing Green Tree Court care home.

## **4.2 Assisted Living Apartments**

- 4.2.1 Given also the lack of Exeter and Devon parking standards for assisted living accommodation or similar uses the TRICS site data for retirement flats has been reviewed to determine the typical parking ratio provided at these sites. Developments in edge of town centre and edge of town locations have been included. The information is set out at Attachment 2.
- 4.2.2 The data indicates that the average car parking provision is some 0.44 spaces per flat. On this basis some 27 car spaces for the proposed scheme of 61 apartments would be consistent with this approach and therefore the proposed 28 spaces are satisfactory.
- 4.2.3 The nature of assisted living accommodation is that residents are more independent than those living in care homes and therefore require fewer staff to help them. Given that the scheme includes both a care home and assisted living on the same site this means that there may be an overlap of services between each building with some staff undertaking duties for both buildings. On this basis there would be a lower requirement for staff parking for the assisted living element as they would already be parking at the care home.

## **5.0 SUMMARY**

- 5.1 The parking requirements for the proposed care home and assisted living apartments have been based on the TRICS database survey and site information because of the lack of relevant parking standards provided by Exeter City Council and Devon County Council.
- 5.2 The review of the car parking accumulation based on the TRICS traffic survey data and resulting maximum demand identifies a requirement for up to 24 car parking spaces for the care home. The proposed 27 spaces are in excess of this as well as the typical provision at permitted, similarly sized care homes in Exeter and therefore this would provide flexibility.
- 5.3 The proposed level of car parking for the assisted living accommodation is consistent with the average provision at retirement flat sites contained in the TRICS database in comparable locations. On this basis the proposed 28 car spaces would be satisfactory for the 61 apartments.
- 5.4 The site is in an accessible location with bus services passing on Topsham Road, bus stops provided adjacent to the site and off-road cycle routes provided on Topsham Road and along the River Exe nearby. Staff and visitors would therefore have a range of sustainable travel modes to choose as an alternative to the car would help minimise the level of traffic to the site and demand for car parking.
- 5.5 The adoption of a Travel Plan with measures to promote walking, cycling, use of public transport and car sharing would also help minimise the demand for car parking.

**2994 Exeter**

**TRICS 7.3.4 - Care Homes - Weekday Trips**

**Proposed Site**

Care Home

68 Rooms

VEHICLES	Care Home				Net no. of Cars Accummulated at End of Hour	Maximum Car Parking Demand in Each Hour
	Arrivals		Departures			
Time Range	Rate	No.	Rate	No.		
00:00-01:00					*5	
01:00-02:00						
02:00-03:00						
03:00-04:00						
04:00-05:00					5	
05:00-06:00					5	5
06:00-07:00		2		0	7	7
07:00-08:00	0.074	5	0.046	3	9	12
08:00-09:00	0.046	3	0.04	3	9	12
09:00-10:00	0.074	5	0.034	2	12	14
10:00-11:00	0.08	5	0.069	5	12	17
11:00-12:00	0.086	6	0.069	5	13	18
12:00-13:00	0.08	5	0.051	3	15	18
13:00-14:00	0.126	9	0.069	5	19	24
14:00-15:00	0.08	5	0.12	8	16	24
15:00-16:00	0.04	3	0.063	4	15	19
16:00-17:00	0.069	5	0.143	10	10	20
17:00-18:00	0.046	3	0.114	8	5	13
18:00-19:00	0.023	2	0.017	1	6	7
19:00-20:00	0.042	3	0.042	3	6	9
20:00-21:00	0.025	2	0.033	2	6	8
21:00-22:00						
22:00-23:00						
23:00-24:00						

\*Parking assumes 5 overnight staff drive plus 2 early arrivals.

**2994 Exeter**

**TRICS 7.4.2 - Retirement Flats**

**Proposed Site**

Assisted Living Apartments

61 Units

REFERENCE	AREA	DWELLINGS	PARKING	SPACES/ DWELLING
CF-03-N-02	CARDIFF	35	20	0.57
NS-03-N-01	NORTH SOMERSET	137	50	0.36
NY-03-N-01	NORTH YORKSHIRE	30	30	1.00
OX-03-N-01	OXFORDSHIRE	70	42	0.60
SC-03-N-01	SURREY	39	28	0.72
TW-03-N-01	TYNE & WEAR	33	14	0.42
TW-03-N-02	TYNE & WEAR	36	14	0.39
DH-03-N-01	DURHAM	43	2	0.05
EB-03-N-01	EDINBURGH	33	7	0.21
FI-03-N-01	FIFE	47	16	0.34
KC-03-N-05	KENT	41	9	0.22
KC-03-N-07	KENT	36	19	0.53
PS-03-N-01	POWYS	52	25	0.48
SH-03-N-01	SHROPSHIRE	57	12	0.21

**AVERAGE:** 0.44

REQUIRED PARKING FOR DEVELOPMENT: 27 Spaces