

## Road Hierarchy and Development

The access arrangements of development proposals will be assessed with regard to the Highway Network set out in the Local Transport Plan for Kent. Planning applications that would involve the construction of a new access or the increased use of an existing access onto a trunk or primary road will not be permitted if there would be a significant increase in the risk of crashes or traffic delays unless the proposals can incorporate measures that provide sufficient mitigation.

## Parking Provision

### 1.41.

Parking Standards for Kent have been developed and adopted by the County Council in 2006 as supplementary planning guidance. The Standards are based on maximum parking requirements with the exception of provision for cycle parking which is set out in terms of minimum requirements. This generally reflects the approach taken in national policy (PPS3).

### 1.42.

Further guidance on residential parking has been developed through a partial review of Kent Design - Interim Guidance Note 3, November 2008. This has moved some way from the concept of standards to guidance that should be applied to a particular site taking into account factors such as location and the existence of effectively enforced on-street parking controls, tenure and home type (house or flat/apartment), size of home (number of bedrooms), whether parking will be allocated or not, whether parking areas should be designed to accommodate vans rather than cars - to cater for the increasing trend of employees taking home works vehicles. The Note should be referred to for a full discussion of these issues.

### 1.43.

The approach towards accommodating vehicles in residential developments should be considered as an integral part of the design process and be informed by the Department for Transport's Manual for Streets, 2007, and Kent Design. The Design and Access Statement that must be submitted with planning applications should be used to consider how the above issues relate to a specific site and, within the overall proposed design approach for the development (see Policy CP4) establish the most appropriate approach towards parking.

### 1.44.

The following table should be used as a starting point for establishing parking provision having regard to the matters discussed above.

<b>LOCATION</b>	<b>CITY/TOWN CENTRE</b>	<b>EDGE OF CENTRE</b>	<b>SUBURBAN</b>	<b>SUBURBAN EDGE/VILLAGE/RURAL</b>
<b>ON-STREET CONTROLS</b>	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation <sup>3</sup>	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
<b>NATURE OF GUIDANCE</b>	MAXIMUM <sup>1</sup>	MAXIMUM	MINIMUM <sup>6</sup>	MINIMUM <sup>6</sup>
<b>1 &amp; 2 BED FLATS</b>	1 space per unit	1 space per unit	1 space per unit	1 space per unit
<b>FORM</b>	Controlled <sup>2</sup>	Not allocated	Not allocated	Not allocated
<b>1 &amp; 2 BED HOUSES</b>	1 space per unit	1 space per unit	1 space per unit	1.5 space per unit
<b>FORM</b>	Controlled <sup>2</sup>	Allocation possible	Allocation possible	Allocation of one space per unit possible
<b>3 BED HOUSES</b>	1 space per unit	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit
<b>FORM</b>	Controlled <sup>2</sup>	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
<b>4+ BED HOUSES</b>	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit	2 independently accessible spaces per unit
<b>FORM</b>	Controlled <sup>2</sup>	Allocation of one space per	Allocation of both spaces possible <sup>7</sup>	Allocation of both spaces possible <sup>7</sup>

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/VILLAGE/RURAL
		unit possible		
ARE GARAGES ACCEPTABLE? <sup>4</sup>	Yes, but with areas of communal space for washing etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
ADDITIONAL VISITOR PARKING <sup>5</sup>	Public car parks	Communal areas, 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

#### Notes

1. Reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land.
2. Parking/garage courts, probably with controlled entry.
3. Reduced, or even nil provision acceptable for rented properties, subject to effective tenancy controls.
4. Open car ports or car barns acceptable at all locations, subject to good design.
5. May be reduced where main provision is not allocated. Not always needed for flats.
6. Lower provision may be considered if vehicular trip rate constraints are to be applied in connection with a binding and enforceable Travel Plan.
7. Best provided side by side, or in another independently accessible form. Tandem parking arrangements are often under-utilised.

#### 1.45.

Generally, the Council will always seek to provide the minimum amount of vehicle parking provision that is consistent with design objectives and would not impair the functioning of a proposed development or of the highway network. The ability of a development to incorporate measures to encourage walking, cycling and the use of public transport will be important factors in determining the level of parking provision and these will be informed by transport statements and assessments and, where appropriate, backed up through travel plans - see Policy DM11.

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### Parking Provision

Provision for parking should be a design led process based upon the characteristics of the site, the locality, the nature of the proposed development and its design objectives. Provision for non-residential development, and for residential cycle provision, should be informed by Kent County Council Guidance SPG4, or any successor. Provision for residential development should be informed by the guidance in the Table for Residential Parking.