

- i. London Road (to serve the A20 west corridor); and
- ii. Willington Street (to serve the A20 east corridor).

Policy DM23 Parking standards

6.98 The NPPF gives local planning authorities an option to develop their own vehicle parking standards. Maidstone has approved vehicle parking standards published by Kent Highway Services as an interim measure for development management decisions, and the County gives advice on development proposals that generate a need for parking provision. The Kent parking standards apply to residential development throughout Maidstone Borough, setting maximum standards in town centre and edge of centre locations, and minimum standards in suburban areas and villages. They also apply to non-residential developments and to cycle and motorcycle parking provision. Policy DM23 sets criteria for vehicle parking standards to ensure that new development provides adequate off-street parking to accommodate the need generated by the development and to protect the surrounding area from inappropriate vehicle parking.

6.99 The council adopts a flexible approach to minimum and maximum parking standards to reflect local circumstances and the availability of alternative modes of transport to the private car. It also seeks to encourage innovative designs that can sufficiently demonstrate that a provision lower than the minimum standard is feasible and would not have an unacceptable adverse impact on the surrounding locality.

Policy DM 23

Parking standards

1. Car parking standards for residential development (as set out in Appendix B) will:
 - i. Take into account the type, size and mix of dwellings and the need for visitor parking; and
 - ii. Secure an efficient and attractive layout of development whilst ensuring that appropriate provision for vehicle parking is integrated within it.
2. Vehicle parking for non-residential uses will take into account:
 - i. The accessibility of the development and availability of public transport;
 - ii. The type, mix and use of the development proposed;
 - iii. The need to maintain an adequate level of car parking within town centres to ensure that viability of the centres is not compromised; and
 - iv. Whether development proposals exacerbate on street car parking to an unacceptable degree.