

Residential Parking and Design Guidance SPD



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Credits

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Images on pages 6 and 12 from Manual for Streets

Image on page 4 from Building for Life

Image on page 33 from CABE web-site

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Introduction

This SPD brings together ‘good practice’ on residential parking tailored to the development scenarios likely to be faced in the differing contexts across the Borough. Crucially, it places this alongside a strong and expanding local evidence base as to the success (or otherwise) of approaches to residential car parking in the Borough and elsewhere in Kent in the post-Planning Policy Guidance Note 3 (Housing) (PPG3) era.

In response to advice in Planning Policy Statement 3 (Housing) (PPS3), work carried out by Kent Highway Services (KHS) culminated in the production of Interim Guidance Note 3 (IGN3) on Residential Parking. This work is taken further forward in this SPD to ensure that the quantum of parking delivered across the Borough is contextually appropriate.

The SPD sets out guidance that is primarily applicable to the creation of new dwellings. Whilst the guidance may also be taken into account when considering extensions to existing dwellings, it will need to be considered alongside other considerations such as residential amenity, development context, landscape context and an assessment of harm to users of the public highway.

Ashford starts from the difficult position of having a relatively undeveloped public transport system. Whilst good progress in being made on delivery of enhanced transport choice as part of future growth, the approach taken on residential parking needs to be one that is realistic. Car ownership continues to grow. There are no known government plans to seek to reduce it. Some of the Borough’s settlements are relatively isolated with the result that cars form an essential part of many residents’ lives.

Inadequate levels of parking provision at or near the residence, coupled with some design approaches that have proved questionable in helping ensure that facilities provided are actually ‘well used’, are problems that need to be tackled now in order to avoid inappropriate parking as part of Ashford’s future. Planned major public transport projects in Ashford such as SMARTLINK will be undermined if the frequency of service is affected as a result of blockages caused by inappropriately parked cars. Such parking also compromises highway safety, obstructs footway users, looks unsightly and can fuel neighbourhood tensions.

Applicants who do not comply with the approach set out in this SPD and then fail to justify why non-compliance will produce a scheme that will work well will be highly likely to have their applications refused.

Care is needed in pressured central locations to ensure that schemes are realistic in terms of balancing issues of viability alongside the parking expectations of purchasers. In such instances, the Council will expect applicants to fully justify the factors that have informed the proposed approach to parking. Where reduced or zero

parking schemes are proposed, applicants will be expected to clearly demonstrate how opportunities for space sharing with other uses have been explored and explain how the complementary approaches set out within 'Toolkit 4' of this SPD have been considered and will be taken forward.

The Council will expect applicants to fully explain the approach taken on parking in Design and Access Statements accompanying applications and supply layout plans that clearly identify the status of parking spaces (unallocated / allocated), the nature of such spaces (open / enclosed) and identify the dwellings to which allocated spaces relate.

Statement 1

Applicants should note that in new schemes the Council will usually;-

- use planning conditions to ensure that approved parking facilities are well-used in perpetuity and not put to other purposes leading to problems of displaced 'inappropriate' parking,
- use planning conditions to remove permitted development rights for attachment of doors to car barns and car ports where such covered spaces form part of approved parking facilities,
- require s.106 agreements where appropriate to deal with funding towards new/extended controlled parking zones and provision of (or funding towards) car clubs, and
- be unlikely to subsequently agree to the loss of approved parking facilities through subsequent conversion to habitable floorspace unless replacement parking facilities can be satisfactorily provided.

In summary, a combination of the right amount of parking suited to context and an approach that treats parking as an important layer in scheme design will help ensure that new residential developments become attractive places within which people will want to live and stay, helping realise the overarching aims of the Sustainable Communities Plan and the Council's adopted Core Strategy.

1 Objectives

- 1.1 The intention is that the SPD has three over-arching objectives.
- 1.2 Firstly, to take forward the generic approaches advocated in IGN3 and adapt them as necessary into the specific development contexts across this Borough which vary considerably. Some involve accommodating strategic growth whereas others involve schemes needing to ‘fit in’ with an established context whether that be suburban or rural. Reversion to a pre-PPG3 ‘one size fits all’ approach to parking standards would fail to appreciate these differing contexts and lead to confused place-making contrary to the Core Strategy and contrary to the approach taken in IGN3. Instead, the approach set out in the SPD is one that seeks to ensure that quantum of parking is appropriate to the spatial context concerned.
- 1.3 Secondly, to combine the benefits of a place-making approach – essentially a hierarchy of connected streets and spaces of different characters - with environments that function well for residents, which are not blighted by parking problems and which are places that residents enjoy living in. The latter is crucial to help foster the conditions for establishing a stable local community rather than one where neighbourhood problems – such as inadequate and inappropriate parking – can fuel a desire to move on relatively quickly. Achievement of this objective necessarily requires that parking is actively considered as an important ‘design layer’ from the earliest iterations of scheme design. The Council has adopted Building for Life criteria as a tool for raising long term sustainable design quality and through questions 11 and 12 this requires that the design of parking is approached with greater scrutiny than ever before.

1



At Cradock Park, Slough in Whitehall, the building layout and appropriate landscaping create an inviting environment and ensure that highways do not dominate.

Does the building layout take priority over the streets and car parking, so that the highways do not dominate?

The building layout should be the priority in any new housing development. Buildings of the appropriate size, proportion, shape and layout will help create well-defined streets and spaces, which are attractive and user-friendly, improving residents' quality of life.

In many recent housing layouts, more thought has been given to streets and car parking than to the arrangement of the buildings and the quality of the spaces created between them. >

DOES THE BUILDING LAYOUT TAKE PRIORITY OVER THE STREETS AND CAR PARKING, SO THAT THE HIGHWAYS DO NOT DOMINATE?
STREETS, PARKING & PEDESTRIANISATION **11**



A mixture of soft and hard landscaping in this main access to Whitehall Park Drive, ensure that car parking does not dominate the street scene.

Is the car parking well integrated and situated so it supports the street scene?

Car parking is one of the most difficult challenges in housing design. Discussions between planning authorities and developers should be influenced by a realistic assessment of likely patterns of car use as well as alternative options for parking. In many cases, a mix of parking will achieve the best results.

At roughly 30 to 50 dwellings per hectare, limiting parking squares and courtyards to 10 spaces will help avoid visual dominance. On-street parking can bring activity to the street and have a traffic-calming effect. Car parking should be designed into the scheme, making sure that the fronts of properties are not dominated by cars, and that there is a good relationship between houses and the street. >

IS THE CAR PARKING WELL INTEGRATED AND SITUATED SO IT SUPPORTS THE STREET SCENE?
STREETS, PARKING & PEDESTRIANISATION **12**

- 1.4** Thirdly, to ensure that the role of streets as places that can accommodate parking is maximised. As a generality, residential environments are being created at a higher density than in previous eras. Surface parking can take up valuable surface space within a scheme, particularly in the middle ground of the density spectrum (typically 30 - 70 dwellings per hectare) where basement / undercoft parking can be economically unviable. Providing an unallocated parking resource as part of street design helps reduce land take for parking against a background of needing to use land efficiently. This flexible resource can help reconcile differences in parking needs over time between households and will be complementary to allocated provision. This approach is not one that dictates the need for more space; moreover, it is about the sensible rebalancing of space.
- 1.5** Thoughtful design can make unallocated on-street parking a complementary component to the creation of an attractive flexible residential environment that is likely to be desirable by purchasers. On-street parking that is legible can help visually reinforce the 'rules' of the street to residents and visitors and prevent inappropriate parking that can obstruct pedestrians, slow bus services and compromise emergency service vehicles. The idea of marking single and double yellow lines at wearing course (rather than post-adoption) stage will be explored further by the Council working together with KHS and taken forward if possible. This has the potential to further help reinforce the rules of the street from the outset.

2 Recent Development Themes

2.1 Issues involving residential parking are inevitably linked with matters of density and approach to layout. A period of just over a decade has seen many mid 20th Century conventions challenged. A brief chronological résumé of parking in pre and post-PPG3 layouts helps identify key themes and provide the context for the approaches identified in this SPD.

Pre- PPG3

2.2 The themes from this period are highway engineering dominated layouts embedded as part of the established rules and conventions of highway design, 'one size fits all' parking standards, wide distributor roads without residential frontage, low density ('identikit?') estates and disconnected & typically mono-use layouts. A summary of these themes might be derision of new residential development as creating suburban sprawl with an 'anywhere' character. Figures 1 and 2 illustrate.

Post-PPG3 and the impact of Poundbury

2.3 The themes from this period are moves to higher density forms of development, 1.5 spaces on average car parking provision, re-energising town centres as residential environments, the importance of place-making and urban design principles, studying historic local settlements to inspire new layouts in the middle spectrum of density with deployment of modern architecture in respect of higher density schemes, residential frontages to streets, moving from hierarchies built solely on capacity to move vehicles to ones that accommodate 'place', creation of key spaces and places helping structure neighbourhoods, connected streets and places and the importance of a mixture of uses.



Figure 1:
(top) Typical distributor road without residential frontage. A potentially important street in the neighbourhood but in this layout there is little human activity and as place it is soulless.

(bottom) Homes uniformly set back from the street makes frontage parking dominate the street. Layout likely to be repeated on the opposite side

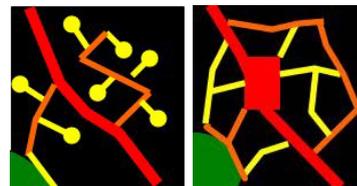


Figure 2:
(left) disconnected street layout with 'loops' and 'lollipops' increasing the length of some local journeys
(right) irregular grid gives street layout offering greater neighbourhood connectivity

A summary of these themes might be the building of flats in central locations and, elsewhere, the creation of developments more rooted in their local context and with the character of being 'somewhere' as Figure 3 illustrates.



Figure 3:
More recent development in Ashford that visually suggests 'Kent'. Continuous frontage creates positive street enclosure leading towards a small square. However, strongly rear serviced layouts such as this can give rise to inappropriate parking and so the place-making role of continuous frontage needs to be properly balanced with streets designed to accommodate unallocated on-street parking.

Post PPS3 and impact of a period of recession

- 2.4** The themes from this period are the review of what has worked both well and less well in PPG3 schemes being built out, revisiting the merits of some 'Poundbury-esque' layouts now commonly embraced by volume house-builders, how best to deal with parking problems that have been encountered in scheme build-out, reassessment of flats as 'buy to let' investments and the re-emergence of family housing, revisiting the role of the street as a place to accommodate parking to assist efficient use of land and reconcile differences in ownership, the challenge of producing local parking policies and securing high quality design through adoption of Building 4 Life criteria.
- 2.5** Further commentary on all of these themes is contained within various publications by government departments, the Commission for Architecture and the Built Environment, as well as in The Urban Design Compendium 1 and 2 and Manual for Streets.

3 How to use this SPD

- 3.1** First time users of the SPD are advised to review the background material before using the various 'Toolkits'. Government advice (Section 4.0), Development Plan policies (Sections 5.0), issues arising from the emerging local evidence base (Section 6.0) and the importance of controls (Section 7.0) are all fundamental to the approach taken in the SPD.
- 3.2** Users should be aware from the outset that the SPD takes different approaches to garages and car barns according to the type of location. Four points should be noted.
- 3.3** Firstly, in 'suburban' and 'rural' locations free-standing and integral garages will not be taken into account as counting towards the required quantum of allocated parking spaces. There is a strong evidence base identifying that many garages are simply used as non-vehicle stores. Where garages are proposed in these locations they will simply be viewed as an 'additional resource'. The key approach in these generally lower density locations is to design to meet likely need and make environments as self-policing as possible given the combination of a general absence of on-street parking controls or only reactive enforcement in cases where controls do exist. Car ports or car barns will be far less likely to be used for non-vehicular storage. If applicants propose garages as an additional resource in these locations then these should not be at the expense of an appropriate amount of private garden space.
- 3.4** Secondly, in 'central' higher density locations, the existence of pro-actively enforced on-street parking controls and resident parking permit schemes at or near capacity means that the alternative to not using parking resources provided as part of the scheme, or off-plot in a public car park, will be the inability to park a car without attracting a parking fine. The more pressured nature of this location will mean that what is provided will be used, in which case the dimensions of the enclosed facility will be crucial. In small scale (re)development and infill type schemes, integral and free-standing car barns will be preferred to garages as they help reduce the potential time spent blocking the street whilst access doors are negotiated. Garages will, however, be counted towards parking provision in a central location but they will be need to be 'oversized'. Minimum dimensions are specified in 'Toolkit 2' in the SPD.
- 3.5** Thirdly, integral and free-standing car barns will be counted towards the required quantum of allocated parking spaces in all locations. Design information and minimum internal dimensions are given in 'Toolkit 2'. Due to the propensity for garages to be used as domestic stores, **applicants should note that permissions and approvals issued by the Council will be subject to planning conditions that remove permitted development rights in order to prevent car barns being retrofitted post-construction with doors outside of Council control.**

3.6 Fourthly, the design approach taken to car barns needs must be one that supports place-making in the Borough of Ashford. A design approach that simply removes areas of brick walls from a standard 'pattern book' traditional pitched roof garage will not achieve this objective: the visual result will be odd and may be read as something that looks more like an unfinished garage rather than a building resulting from a coherent design process. Cumulatively, car barns and car ports add considerably to the visual character of the built environment and so good design that supports place-making is just as important as the approach taken to new homes. The Borough Council has previously adopted planning guidance on outbuildings (SPG9 to the Ashford Borough Local Plan 2000) and images from this have been re-modelled and are included in Toolkit 2 to help stimulate good design in this area.

3.7 The following 10-step sequence is suggested;-

(Step 1) **Go to Toolkit 1** to locate the spatial type governing the amount of parking that will be appropriate for the context of the scheme. If in doubt seek advice from a planning officer.

(Step 2) Use Toolkit 1 to calculate the quantum of parking. Note the quantum of unallocated flexible use parking spaces that will be required to be provided in locations that will be legible to all street users.

(Step 3) **Go to Toolkit 2** to review ideas on how an unallocated flexible parking resource can be designed into streets of different character and hierarchy in a way that looks good and supports place-making. Note key dimensions and sources of further technical information.

(Step 4) **Go to Toolkit 3** to consider the key parking design typologies according to the location of the scheme. Note those marked with a tick. Review the detailed design information set out in Appendix 1.

(Step 5) Start to establish the design layer of the scheme concerning car parking. 'Try on' different approaches and combinations alongside other design layers of the scheme. The approach to parking should be one that helps reinforce the creation of streets and spaces of different character that is grounded in place-making sense. Hone the design as necessary. Use the Parking Analysis table approach in Appendix 4 (also available to download separately) to analyse the emerging scheme on a street by street basis. This approach will help keep track of the numbers of spaces that are required alongside Step 6.

(Step 6) Colour code unallocated parking spaces on the proposed layout plan: green is suggested. An example is given in Appendix 5. Critically examine the unallocated resource available in each street and whether there is sufficient to make the street work well as a flexible place to live and in a fashion that will be readily understood by visitors. The absence

of a sensible reasonably distributed green resource within a street will be one immediately apparent through this exercise. Revise the design as necessary to improve the unallocated parking resource to help avoid future inappropriate parking.

(Step 7) In the case of residential development in constrained high density central locations, ensure space sharing opportunities have been fully explored and then **go to Toolkit 4**. Such approaches will be expected to form part of the proposed package supporting a reduced or zero parking scheme.

(Step 8) Take into account how good facilities for Powered Two Wheel parking can be incorporated into the layout through following the advice set out in Section 12.

(Step 9) Maximise covered cycle parking facilities taking into account the advice in Section 13. Exceed minimum provision wherever possible to help maximise EcoHome and Code for Sustainable Homes scores pursuant to Policy CS10 of the Council's adopted Core Strategy 2008.

(Step 10) Use steps 1 to 9 to justify the approach taken on parking in terms of quantum and design approach in any Design and Access Statement submitted with an application. Consider supplying the Parking Analysis table as a supporting document with an application.

4 Government Guidance and Research

- 4** 4.1 Published in 2000, paragraph 62 of PPG3 (Housing) became one of the most widely quoted, and subsequently contested, statements of recent government policy, identifying that;-

“Car parking standards that result, on average, in development with more than 1.5 off-street car parking spaces per dwelling are unlikely to reflect the Government’s emphasis on securing sustainable residential environments. Policies which would result in higher levels of off-street parking, especially in urban areas, should not be adopted.”

- 4.2 PPG13 (Transport) was published in 2001 and identified in paragraph 52 that, generally, parking provision should move in approach from minima to maxima in relation to ‘broad classes of development’. However, paragraph 53 is noteworthy in that it deals with maximum parking standards by cross reference to the table contained within Annex D of the document. This table makes no reference to residential development.

- 4.3 By 2003, problems and issues with parking provision in the first wave of post PPG3 schemes were the subject of a government research project titled ‘Better Streets, Better Places Delivering Sustainable Residential Environments’. Responding to criticism, the report suggests that the Government considered that policy was not fully understood by decision makers and was being applied inconsistently. Ministerial clarification subsequently followed;-

“The government accepts that parking needs vary. There will be locations and housing types where significantly lower levels of off-street parking can be sought. But for family housing, and in rural locations where there is heavier reliance on the private car, higher levels of car parking may be appropriate. This is why PPG3 advises that parking policies should be framed with good design in mind, and recognise that car ownership varies with income, age, household type, and the type of housing and its location. To help the development of appropriate standards, the Government will carry out research to consider how varying levels of car parking can be achieved in ways consistent with its policy on sustainable residential environments.” (Keith Hill MP, July 2003)

- 4.4** The publication of PPS3 in late 2006 replacing PPG3 is noteworthy in that all reference to ‘1.5 spaces’ was dropped in favour of locally developed policy. Paragraph 51 of PPS3 identifies that;-

“Local planning authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently.”

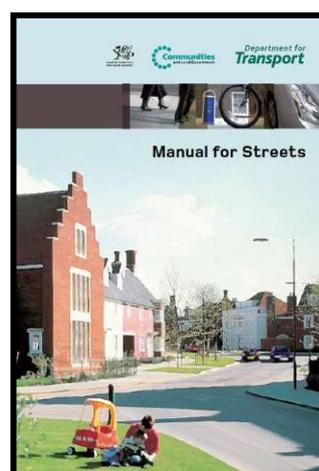


- 4.5** The importance of local parking policies being rooted in good design is reinforced by Section 16 of PPS3 which identifies the requirement for;-

“a design-led approach to the provision of car-parking space, that is well-integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly”.

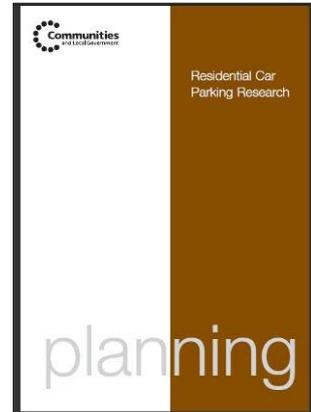
- 4.6** The change in approach ushered in by PPS3 is therefore fundamental when read in conjunction with extant PPG13. Other than the need to use land ‘efficiently’, no advice is given setting a numerical ceiling on car parking in residential developments. Such matters are instead left to local planning authorities to carefully consider and balance against the other planning considerations, including those set out in paragraph 51 of PPS3.

- 4.7** Manual for Streets published in 2007 contains advice on residential car parking, in particular the need to optimise the role of the street for the purposes of unallocated flexible car parking as part of an overall approach of using land efficiently. The propensity for many garages to be used for purposes of non-vehicular storage together with the problems of displacement and inappropriate parking is also identified as an issue needing to be considered by local planning authorities. Reference is made to surveys of a number of completed developments where use of garages for parking of vehicles is relatively low. A number of recommendations are made to planning authorities as to how these problems might be addressed.



4.8 Residential Car Parking Research published by the Department of Communities and Local Government in May 2007 identifies that;-

- (a) car ownership continues to grow,
- (b) allocation can create inflexibility in the way that space is able to be used leading to additional parking space demand,
- (c) where at least half of the parking provision provided is unallocated then special provision for visitors need not be provided,



(d) well-designed on-street parking makes a valuable contribution to the overall supply of parking and is recommended. It need not be problematic when streets are designed so that traffic speeds are kept low,

(e) local planning authorities will need to consider whether to count private garages as parking spaces given that research shows that a significant proportion are not used for car parking, and,

(f) local planning authorities will want to encourage approaches that provide 'well used' car parking spaces within housing schemes. An example of requiring car ports rather than fully enclosed garages is given. Schemes proposed with garages which are likely to be under-used will need to be carefully considered by local planning authorities in terms of how additional parking demands will be able to be accommodated.

4.9 The importance of distinguishing the approach to car parking at the point of 'trip origin' (i.e. the home) compared with parking at the 'trip destination' (i.e. non-residential uses) is fundamental to the approach taken in this SPD. Concentration on levels of provision at trip destination is more likely to assist a modal shift in method of transport than seeking to limit the availability of parking at the point of trip origin. This is especially so when current data shows car ownership continues to rise but car usage is not keeping pace with ownership. In this respect, the following confirmation jointly given to KHS by the Department for Communities and Local Government (DCLG) and Department for Transport (DfT) in a letter dated 20/10/2009 is noteworthy;-

"It is not Government policy to reduce car ownership in the coming years...cars are a desirable part of people's everyday lives and can be essential for elderly people and those with disabilities..."

5 Relationship to the Development Plan

5.1 Section 38(6) of the Town and Country Planning Act requires decisions made on planning applications to be in accordance with the development plan.

5.2 The current suite of documents comprising the Council's Local Development Documents (being the adopted Local Development Framework Core Strategy 2008, the adopted Ashford Town Centre Area Action Plan 2010 and the submission document comprising the Tenterden and Rural Sites Development Plan Document) have common denominators which can be summarised as follows:-

(i) the creation of high quality residential environments in which people will want to live,

(ii) the need to take into account the differing spatial contexts within which residential development might come forward within the Borough,

(iii) the need to pay appropriate regard to the importance of existing context and character whilst accepting some locations will be subject to significant change, and,

(iv) the need to optimise the potential of planned investment in sustainable public transport and help achieve modal shift and the complimentary role of travel plans and car clubs.

Ashford Local Development Framework Core Strategy (LDFCS)

5.3 The following policies are considered key;-

CS1 (Guiding Principles)

CS3 (Ashford Town Centre)

CS4 (Ashford Urban Area)

CS5 (Ashford Urban Extensions)

CS9 (Design Quality)

Town Centre Area Action Plan 2010

5.4 The following policies are considered key;-

TC23 (Residential parking standards)

TC24 (Cycle parking standards)

- 5.5** Policy TC23 (Residential parking standards) identifies an average maximum parking standards approach and makes a spatial distinction between the town centre and development that comes forward in the Southern Expansion and International Station Quarters (SE & ISQ). This variation reflects the enhanced accessibility of these two quarters and their slightly more edge of centre location. The approach identified is as follows;-
- (a) Town Centre**
- Average maximum 1 space per dwelling and exploration of possibilities of car sharing of spaces between uses where peak use is at different times
- (b) SE & ISQ (up to and including 3-bedrooms)**
- Average maximum 1 space per dwelling
- (c) SE & ISQ (4-bedrooms or more)**
- Average maximum 1.5 spaces per dwelling
- 5.6** Policy TC24 (Cycle parking standards) identifies that in the case of residential developments in the defined TCAAP area a minimum based approach is appropriate contextually. Communal secure covered stores should be provided at blocks of flats with a minimum of 0.3 cycle spaces provided per flat. In respect of houses, the stated minimum requirement is for 1 secure on-plot cycle space.
- 5.7** Applicants are strongly encouraged to exceed the minima set out in TC24 to encourage cycling for everyday short journeys and bearing in mind the EcoHome and Code for Sustainable Homes credits available for enhanced levels of provision.
- 5.8** In addition to the policies and documents already referred to, when formulating this SPD the Council has had regard to all other material documents it is required to take into account, including PPS1, PPG13, the Sustainable Community Strategies for Ashford and Kent and the Local Transport Plan for Kent.

6 IGN3 and Issues from Local Evidence Base

6.1 Kent Highway Services (KHS), acting on behalf of the Kent Planning Officers' Group (and working in conjunction with the Kent Design Initiative) took forward the opportunity provided by PPS3 to establish locally based parking policies. The work carried out to date by KHS includes;-

- detailed investigation of expected levels of car ownership in Kent,
- analysis of recently completed schemes within the districts, and,
- primary research involving the occupiers of those schemes and how those occupiers feel about their living environment.

6.2 This work carried out highlights the following issues that need to be tackled;-

Inappropriate parking

Completely on footway / straddling the kerb, overhanging the footway. All have adverse impacts both in terms of visual character as well as in terms of use of footways by residents, persons with disabilities, parents with children and buggies. Figure 4 illustrates.

General lack of schemes with on-street unallocated parking

This historic approach conflicts with current advice in Manual for Streets. Influential studies have shown that the more spaces that are allocated, the more spaces that will need to be provided. Adopting an approach that seeks to ensure streets are designed to accommodate a flexible unallocated parking resource will help reconcile differing needs and is clearly complimentary to allocated provision.

Propensity for garages to function as stores

Parking displaced 'elsewhere', often inappropriately, as a consequence with the problem being compounded in schemes which lack on-street unallocated parking as part of street design. Relationship to on-plot storage space provided, storage related to lifestyles, the location of garages on and off-plot as well as the internal dimensions of garages that affect everyday use are all key issues.



Figure 4:
(top) Car parking on the widened footway spoils the visual character of a small green and obstructs path users.
(bottom) Garages set back a small amount from the edge of the footway fail to dissuade inappropriate parking blocking the wide footway

Strongly rear-serviced layouts

Has a role where continuous frontage is needed as part of creating a certain character and sense of enclosure. However, rear servicing has implications for the relationship of the dwelling to the street on which it is located. It has the capacity to reduce human activity around the main (front) entrance door and associated threshold space and re-orientate activity to the rear. This has implications for surveillance of the street, perceptions of security in the street through human presence at its margins and the possibilities of social encounters at the public/private space boundary that can help foster a sense of community.

Parking blighting schemes otherwise viewed as being good by residents in terms of attractiveness and friendliness:

Suggests that advances in place-making are understood and appreciated by residents living but that parking is an area that does need attention.

- 6.3** The result of this work led to the publication of Interim Guidance Note 3 (IGN3) published in 2008. The document was adopted for use by Kent County Council following a period of public consultation and has been endorsed by KPOG. Details of the consultation can be obtained from Kent Highway Services. The text of IGN3 makes it clear that it would be offered as the basis for the preparation of detailed parking policies in the Local Development Frameworks at the various stages of preparation throughout Kent. Following adoption, this SPD will therefore take precedence over IGN3 and will be used by both KHS and this Council in considering the acceptability of residential schemes.
- 
- 6.4** IGN3 takes forward the idea of car ports and car barns being counted towards parking allocation with garages in certain locations being viewed as an 'additional resource' rather than being taken into account as part of allocated parking. This approach follows the advice in Manual for Streets and responds to the ideas in the research published in 2007 by DCLG previously mentioned at paragraph 4.8 of this SPD. The aim is to ensure allocated parking is well-used.
- 6.5** One of the key components of IGN3 that is taken forward is that of the fundamental importance of planning controls underpinning the precise approach that is taken. The need to get parking 'right' is emphasised by the 2010 resident survey responses analysed by KHS. These are provided at Appendix 2.

7 How Much? The Importance of Controls

- 7.1** IGN3 differentiates between environments where controls are in place and those where they are not. A correlation is made between central areas with on-street parking controls and resident parking permit schemes exist, and suburban and rural locations where, in most instances, they do not. In rural 'infill' locations, an existing tight street layout is likely which dictates an approach that acknowledges creating an on-street unallocated parking resource might be difficult.
- 7.2** Discussion with KHS identifies that the four spatial categories used in IGN3 can be condensed to either two or three categories if that fits the differing contexts encountered in a district.
- 7.3** Following the decriminalisation of parking controls, enforcement falls to the Borough Council. This has resource implications in terms of reaction time to resolve parking problems as well as labour and management costs. Using the spatial types set out in IGN3, 'pro-active' enforcement of controls by the Borough Council is currently concentrated in 'central' and 'edge of centre' areas. Whilst deployment of parking wardens further afield into suburban and rural is occasionally carried out in response to known parking problem 'hot-spots', this is necessarily a 'reactive' approach and one that places further strain on Council resources. A number of issues therefore dictate the approach taken in this SPD.
- 7.4** Firstly, in areas where the response to enforcement of parking controls has to be reactive, then it is appropriate to 'design for need' and make residential environments as self-policing as is realistically possible. The quantum of parking needs to be appropriate and street design needs to provide a stronger element of unallocated parking resource helping efficiently reconcile the differing parking needs of residents - in a way that allocating all spaces cannot – as well as their visitors. Studies have shown that the provision of spaces through allocation has the potential to actually create the need for additional parking spaces. This is due to the inherent inflexibility associated with allocation.
- 7.5** Allocation may provide some people with more than they need and, conversely, some people with less than they require. Needs may relate to a lifestyle choice but may equally relate to circumstances at a particular point in time that create periodic additional pressures on a neighbourhood, as Figure 5 identifies.

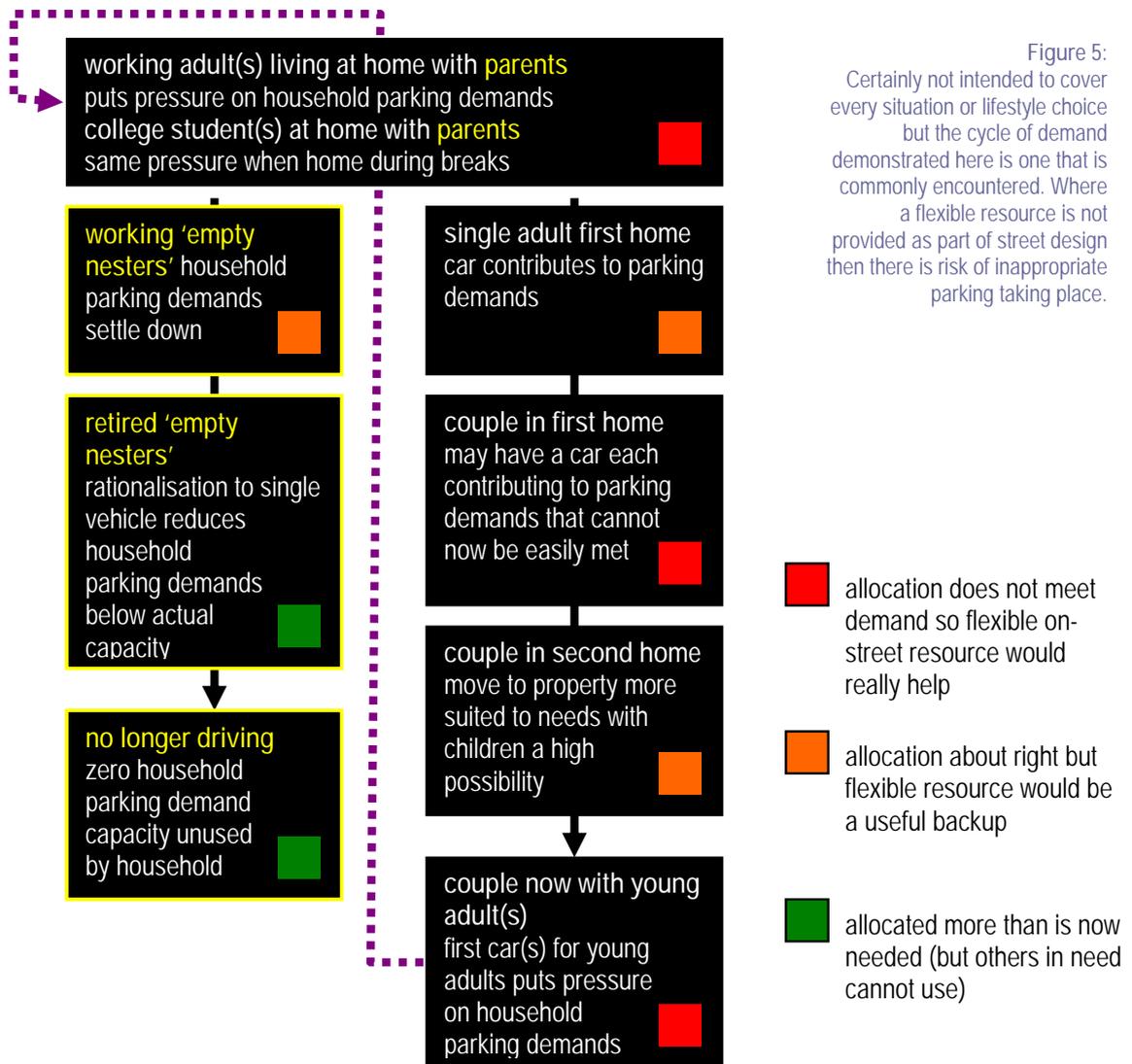


Figure 5:
Certainly not intended to cover every situation or lifestyle choice but the cycle of demand demonstrated here is one that is commonly encountered. Where a flexible resource is not provided as part of street design then there is risk of inappropriate parking taking place.

7.6 Against a background of needing to use land efficiently, unallocated on-street provision as part of a conscious approach to street design will help reconcile these differing needs.

7.7 Secondly, given the scale of residential development that will come forward as part of the proposed major urban extensions close to Ashford, a tailored approach to parking in the masterplanning underpinning formulation of the Area Action Plans will be necessary. Development plan policies identify that the focal points of these areas will need to be urban in character to maximise the use of planned investment in high frequency public transport linking settlements to Ashford town centre with its rail and bus interchange. In these neighbourhoods closest to public transport, an approach appropriate to more centralised locations may be suitable. Other parts of the proposed urban extensions will have a looser, less dense character where the form and layout of residential development has a more relaxed style. Peripheral 'soft edge' locations which interface with undeveloped landscape beyond would be one example. In such instances, a suburban approach to parking quantum and

parking design response might be appropriate. Care will be needed to prevent a situation arising where demand for parking from residents living in the centre of the development simply shifts outwards. On-street parking controls will therefore be likely to be necessary to prevent such problems. Accordingly, it is likely that a range of appropriate parking standards will be required to reflect the different character and density of parts of the urban extensions.

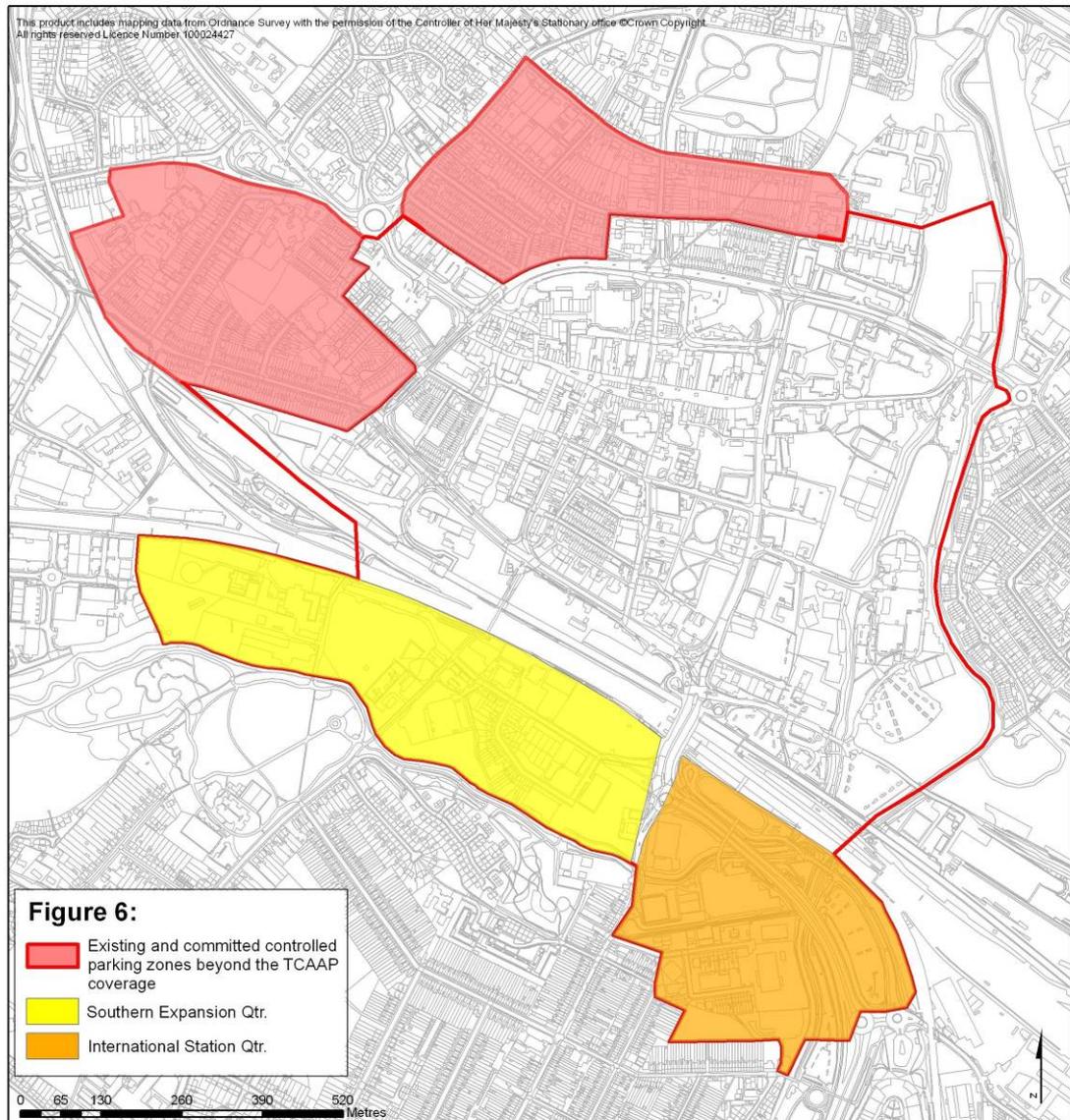
7.8 Thirdly, promoters of schemes in central areas will be required to contribute to funding of on-street controls through agreements and undertakings made pursuant to section 106 of the Town and Country Planning Act. The funding package will be secured by legal agreement, or any other complementary mechanism established and in place at the time. Clearly, no two schemes will be identical but the funding package might typically include some or all of the following;-

(i) funding for the provision of on-street controls on new public streets created in central areas and,

(ii) the introduction of new on-street parking controls (or the widening of if already in existence) by means of making traffic regulation orders on existing streets likely to be placed under additional pressure as a consequence of a proposal.

7.9 Taking the above into account, the approach taken forward in 'Toolkit 1' set out in Section 8.0 is one that proposes three categories, being 'Central', 'Suburban' and 'Rural'.

7.10 'Central' locations cover an amalgam of the Ashford Town Centre Area Action Plan boundary and the associated areas of existing and planned on-street parking controls as Figure 6 shows.



- 7.11** The 'suburban' standards should apply in urbanised locations which are less well connected in public transport terms and a combination of car and other modes may be needed for everyday travel and which tend to have a less dense form of residential development. These will generally apply in the rest of the existing Ashford urban area outside the 'central' area. 'Rural' is subdivided in recognition of the slightly different circumstances involved with infill type schemes compared with larger rural sites that will involve the creation of new streets. The 'rural' standards will generally apply outside the Ashford Growth Area, including in Tenterden.

8 Toolkit 1: The Amount Depending on Location

- 8.1** Section 4.0 sets out the government guidance that needs to inform any locally produced planning guidance on residential parking. A reversion to ‘across the board’ minimum parking standards as an approach would undermine the gains made in place-making over the last decade and would conflict with the Council’s adopted approach to accommodating strategic residential growth. Adopting minimum standards would also be contrary to guidance in PPG13. Therefore, a tailored approach is necessary to sensibly respond to the challenge set out in paragraphs 16 and 51 of PPS3.
- 8.2** ‘Designing for need’ is the approach considered appropriate in suburban and rural locations. It takes into account current the IG3 baseline derived from census data, household size and tenure as well as the continued rise in car ownership during the last decade and the need to make this more remote type of location as self-policing as possible. In rural ‘infill’ locations designing for need will need to adopt a more contextual approach recognising the limited capacity of existing streets to absorb on-street parking save in those larger scale instances in rural locations where the scale of development involves the creation of new streets.
- 8.3** In ‘central’ locations, maximum standards make sense in terms of co-ordinated delivery of adopted local planning policy. If greater levels of on-plot parking are proposed by applicants in these locations then such schemes will be considered on their own merits against principles of good design and the need to use land at the heart of a town centre or urban extension efficiently. Examples of ‘maximum’ based situations will be where;-
- the most efficient use of land is paramount in order to accommodate strategic growth,
 - matters of development viability may dictate against greater levels of on-site parking provision,
 - the ability to accommodate car parking via existing areas of permissible on-street parking is highly pressurised,
 - robust travel plans are promoted and policed by a developer and alternatives to car ownership for non-local journeys - such as parking spaces dedicated to car club vehicles - are put in place under the terms of negotiated planning permissions,
 - there are opportunities to use existing off-street parking resources, whether public or private, more flexibly at times when they might otherwise be only lightly used thereby using land efficiently, and,

- in locations where the maximisation of significant investment by the private and public sector in high quality public transport would be compromised by an alternative approach.

Garages and car barns

- 8.4** As paragraph 6.4 identifies, there is a good evidence base that many residents do not use their allocated garages for parking purposes. As a consequence, IGN3 identifies that garages should no longer be counted towards allocated parking provision in certain locations. They can however remain as an 'additional resource' if desired and space sensibly permits. Similarly, IGN3 suggests that open car ports or 'car barns' should be counted as allocated parking spaces because they will be much less likely to be used for other storage purposes due to the absence of doors. Both of these approaches dovetail with Manual for Streets and suggestions made in the research published by DCLG in 2007 and are therefore taken forward as part of Toolkit 1. **The Council will attach planning conditions to planning permissions and approvals of detail to bring post-construction retro-fitting of lockable entrance doors within the control of the local planning authority.**

Tandem parking

- 8.5** IGN3 suggests that the relative inconvenience of tandem parking can contribute to inappropriate parking and it is recommended that independently accessible (i.e. side by side) spaces are 'best provided'.
- 8.6** Whilst it is accepted that such arrangements might be able to be accommodated in some peripheral locations, typically those with a relatively more relaxed building line and loose knit grain where gaps between buildings can be wider without affecting place-making, the same cannot be said for side streets and avenues where a greater sense of enclosure and continuous frontage will be necessary. Allocated side by side frontage accessed on-plot parking in these locations would create 'leaky' space through a marked physical separation of buildings that may appear out of place. Many of the Borough's historic settlements with higher density centres have instances where parking is provided wherever possible, with tandem parking arrangements nestled along semi-detached and end of terrace flank walls commonly encountered.
- 8.7** Accordingly, the approach taken in Toolkit 1 is one that permits tandem parking arrangements but off-sets the relative inconvenience of the approach and its potential to contribute to parking pressure in the street. For every tandem relationship in 'suburban' locations and in those rural locations where new streets are being created, 0.5 parking spaces are required to be pooled towards the creation of a legible on-street unallocated flexible resource. This approach also helps deal with the propensity of some developers to resist providing an unallocated on-street parking resource as part of street design.

Such an approach does not deal with problems of inconvenience and is contrary to advice in Manual for Streets in that it does not help create a flexible resource reconciling differing parking needs in a way that is an efficient use of land.

- 8.8** If there is any doubt as to within which locational category a proposal falls then applicants should seek to reach agreement with a planning officer before proceeding further.

Location of unallocated parking resources

- 8.9** Where a residential development site abuts an existing street in a suburban or rural location then consideration will need to be given as to how the scheme might impact upon any on-street parking that occurs in that street serving existing residential needs. A Transport Assessment (TA) should be provided at both pre-application and application stages to help give a clear understanding in this respect. Applicants will be expected to take an approach where the parking needs generated by the scheme are fully met within the development site.
- 8.10** Only where good reasons can be advanced why this cannot be the case, and subject to the findings of the TA, will physical space to accommodate on-street parking close by in an abutting street be able to be taken into account towards meeting the parking needs of a new development. In such instances, consideration may need to be given to physically altering the layout of the existing street in order to provide an enhanced on-street parking resource better able to cope with the increased demand placed upon it. The defined application site would need to include the area of street to be enhanced and, ultimately, the agreement of the highway authority will be required for the works if planning permission is granted. Enhancements might involve demarcation of on-street spaces by colours or materials, adoption of a different on-street parking typology and the provision of street trees.

'CENTRAL' LOCATION GUIDANCE	
On-street controls that are pro-actively enforced or proposed funding thereof in urban extensions?	Yes. (1) Controls prevent either all (or all long stay) on-street parking and/or (2) residents' parking scheme in operation or existing on-street parking at saturation point. (3) Applicable to area shown in Figure 6 and, exceptionally, some parts of the urban extensions
Nature of guidance	'MAXIMUM' (see Notes A and B)
1 & 2-bed flat	1 space per flat (see Note C)
FORM	Combination of;- (1) controlled access to private or communal private realms, and, (2) unallocated provision where new streets are provided creating further on-street parking capacity
1 & 2-bed houses	1 space per house (see Note C)
FORM	As per 1 & 2 bed flats above
3-bed dwellings	Up to 1.5 spaces per dwelling (see Notes C & D)
FORM	As per 1 & 2 bed flats above
4-bed+ houses	Up to 1.5 spaces per house (see Notes C & D)
FORM	As per 1 & 2 bed flats above
Can car barns be counted?	(1) Yes – small scale (re)development and infill type schemes only. (2) See 'Toolkit 2' for dimensions
Can garages be counted?	(1) Yes providing 'oversized' to ensure well-used parking. Generally only suited to small scale (re)development and infill type schemes. (2) See 'Toolkit 2' for dimensions
Visitor parking?	Primarily off-plot in short stay car parks OR on-plot at 0.2 spaces per dwelling in major residential schemes where layout permits.

NOTES

(A) Reduced or zero provision proposals would be appropriate in support of demand management, and as a consequence of public transport investment such as SMARTLINK. Development viability, sharing parking spaces with other uses, and in instances where effective tenancy controls can be demonstrated, may also support a reduced or zero provision approach.

(B) Reduced or zero provision proposals will be expected to be accompanied by a clear commitment to establish car clubs and/or similar sustainable transport measures. See 'Toolkit 4'.

(C) Applications seeking to provide greater levels of on-site parking will be considered on their merits taking into account expected levels of ownership, efficiency, good design and the provisions of the development plan.

(D) For 3+ bed properties, up to 1.5 spaces per property may be acceptable in certain circumstances, for example in developments next to main thoroughfares or where such properties form the minority of units in a primarily 1 and 2 bed dwelling scheme.

'SUBURBAN' LOCATION GUIDANCE	
On-street controls that are pro-actively enforced? Over-arching approach?	No or very limited controls. Create self-policing residential environment. Applicable to developments in the rest of the Ashford urban area (outside the 'central' area shown on Figure 6) and parts of the urban extensions.
Nature of guidance	'DESIGNING FOR NEED' (see Note A)
1-bed flats	
FORM	1 space per flat (1) Space may be allocated, although unallocated approach is more flexible and preferred (see Note B).
2-bed flats	
FORM	1.5 spaces per flat (1) 1 space may be allocated, although unallocated approach is more flexible and preferred (see Note B) (2) 0.5 spaces per flat to contribute to nearby unallocated flexible on-street resource
1-bed houses	
FORM	1 space per house (1) Space may be allocated, although unallocated approach is more flexible and preferred (see Note B)
2-bed houses	
FORM	2 spaces per house (1) Single or both spaces may be allocated, although unallocated second space is more flexible and preferred (see Note B) (2) Tandem parking accepted but add 0.5 spaces per dwelling to contribute to nearby unallocated flexible on-street resource
3-bed dwellings	
FORM	2 spaces per dwelling (see Note C) (1) Allocated (2) Tandem parking accepted but add 0.5 spaces per dwelling to contribute towards unallocated flexible on-street resource.
4-bed+ houses	
FORM	2 spaces per house (see Note C) (1) Allocated. (2) May be 'side by side' in locations where this makes place-making / character area sense. (3) Tandem parking accepted but add 0.5 spaces per dwelling towards unallocated flexible on-street resource.
Can car barns be counted?	(1) Yes. Acceptable as allocated parking spaces on and off-plot. (2) See 'Toolkit 2' for dimensions

Can garages be counted?	(1) No but may be provided as an 'additional resource'. (see Note C) (2) See 'Toolkit 2' for preferred dimensions to ensure car usage.
Unallocated on-street flexible parking resource (also applicable to private drives)	Combination of:- (1) unallocated spaces as per above, (2) 0.5 spaces per tandem parking relationships as above and, (2) visitor parking at 0.2 spaces per dwelling in on-street areas and on private drives but not provided within private car courts.

NOTES

(A) 'Designing for Need' takes into account census and ownership data as well as the local evidence base gathered by Kent Highway Services on the performance of schemes from surveys of local communities. It also takes into account commonly encountered factors contributing to inappropriate parking. The aim is to ensure that residential environments are created that are self-policing through provision of sufficient space for the storage of cars when not in use against a background of needing to use land efficiently and create new residential environments of a high design quality.

(B) Over provision of spaces through allocation has the potential to actually create extra demand for parking spaces due to its inherent inflexibility. Allocation may provide some with more than is necessary and some with less than is needed. Against a background of needing to use land efficiently, unallocated on-street provision helps reconcile differing needs and will be expected to be provided as a nearby public realm resource.

(C) Where additional levels of allocated parking are proposed, acceptability will depend on layout, context, good design and residential amenity.

'RURAL' LOCATION GUIDANCE (A) infill & small scale (re)development	
On-street controls that are pro-actively enforced? Overarching approach?	No or very limited controls. Existing tight street layout dictates infill or small scale (re)development type schemes need to 'fit in' with capacity of existing streets Applicable generally in all parts of the Borough outside the Ashford Growth Area
Nature of guidance	'DESIGNING FOR NEED IN CONTEXT'(see Note A)
1-bed flats	
	1 space per flat
FORM	(1) Allocated
2-bed flats	
	2 spaces per flat
FORM	(1) Allocated (2) 'Side by side' preferred but tandem parking also acceptable
1-bed houses	
	1 space per house
FORM	(1) Allocated
2-bed houses	
	2 spaces per house
FORM	(1) Allocated (2) 'Side by side' preferred but tandem parking also acceptable
3-bed dwellings	
	2 spaces per dwelling (see Note B)
FORM	(1) Allocated. (2) 'Side by side' preferred where approach makes contextual layout sense, but otherwise tandem parking is acceptable
4-bed+ houses	
	2 spaces per house (see Note B)
FORM	(1) Allocated. (2) 'Side by side' preferred where makes contextual layout sense, but otherwise tandem parking is acceptable.
Can car barns be counted?	(1) Yes. Acceptable as allocated parking spaces on and off-plot (2) See 'Toolkit 2' for dimensions
Can garages be counted?	(1) No, but may be able to be provided as an 'additional resource' (see Note B) (2) Care needed with impact of additional parking resource (3) See 'Toolkit 2' for dimensions to ensure car usage
Unallocated flexible parking resource	For 5 dwellings and above provide 0.2 visitor parking spaces off-street as part of scheme layout to provide flexible resource for residents and visitors

NOTES

(A) Essentially, a balance of 'Designing for Need' – see Note A to Suburban Location Guidance – and a contextual approach that takes into account the rural location, the intensity of infill or (re)development on existing rural settlement form and the difficulties of providing significant unallocated resources due to the existing tight street layout and any existing parking pressures thereon.

(B) Where additional levels of allocated parking are proposed per dwelling, acceptability will depend on layout, context, good design and residential amenity.

'RURAL' LOCATION GUIDANCE (B) larger schemes creating new streets	
On-street controls that are pro-actively enforced? Overarching approach?	No or very limited controls. Larger rural schemes – typically at settlement periphery - adding to street network to be designed to be accommodate an on-street parking resource and be self-policing as far as possible Applicable generally in all parts of the Borough outside the Ashford Growth Area
Nature of guidance	'DESIGNING FOR NEED IN CONTEXT'(see Note A)
1-bed flats	
FORM	1.5 spaces per flat (1) 1 space may be allocated, although unallocated is more flexible and preferred (see Note B) (2) 0.5 spaces per flat to contribute to nearby unallocated flexible on-street parking resource
2-bed flats	
FORM	1.5 spaces per flat (1) 1 space may be allocated, although unallocated is more flexible and preferred (see Note B) (2) 0.5 spaces per flat to contribute to nearby unallocated flexible on-street parking resource
1-bed houses	
FORM	1.5 spaces per house (1) 1 space may be allocated, although unallocated is more flexible and preferred (see Note B) (2) 0.5 spaces per house to contribute to nearby unallocated flexible on-street parking resource
2-bed houses	
FORM	2 spaces per house (1) Single or both spaces could be allocated, although unallocated second space is more flexible and preferred (see Note B) (2) Tandem parking accepted but add 0.5 spaces per tandem relationship towards unallocated flexible on-street resource.
3-bed dwellings	
FORM	2 spaces per dwelling (see Note C) (1) Allocated. (2) Tandem parking accepted but add 0.5 spaces per tandem relationship towards unallocated flexible on-street resource.
4-bed+ houses	
FORM	2 spaces per house (see Note C) (1) Allocated. (2) May be 'side by side' in locations where this makes place-making / character area sense. (3) Tandem parking accepted but add 0.5 spaces per tandem relationship towards unallocated flexible on-street resource.

Can car barns be counted?	(1) Yes. Acceptable as allocated parking spaces on and off-plot. (2) See 'Toolkit 2' for dimensions
Can garages be counted?	(1) No, but may be provided as an 'additional resource' (see Note C) (2) Care needed with impact of additional resource (3) See 'Toolkit 2' for dimensions.
Unallocated on-street flexible parking resource (also applicable to private drives)	Combination of:- (1) unallocated spaces as above, (2) 0.5 spaces per tandem parking relationships as above and, (3) visitor parking at 0.2 spaces per dwelling in on-street areas and on private drives but not to be provided within private car courts

NOTES

(A) Essentially, a balance of 'Designing for Need' – see Note A to Suburban Location Guidance – and a contextual approach that takes into account the rural location and the ability to create an on-street flexible unallocated resource.

(B) Over provision of spaces through allocation has the potential to actually create extra demand for parking spaces due to its inherent inflexibility. Allocation may provide some with more than is necessary and some with less than is needed. Against a background of needing to use land efficiently, unallocated on-street provision helps reconcile differing needs and will be expected to be provided as a nearby public realm resource

(C) Where additional levels of allocated parking are proposed per dwelling, acceptability will depend on layout, context, good design and residential amenity.

9 Toolkit 2: Street Design and Parking Space Dimensions

9

Ashford Borough Council Local Development Framework Residential Parking and Design Guidance SPD Adopted October 2010

- 9.1** Adopting a capacity and character based hierarchy of streets in residential development, as per Figure 6, is useful as it helps evoke mental images of the fundamental form, structure, and typical components of the streets concerned.
- 9.2** To accord with the approach taken in Toolkit 1 on to how to use land efficiently and reconcile differing needs and changing needs over time, on-street parking needs to be treated as an essential component of all new street types. This can further help to reinforce a place-making design approach.
- 9.3** Three typical neighbourhood street types are dealt with below from the perspective of integrated on-street parking. The term 'mews' can cover a wide range of shared surface narrow streets with Home Zone characteristics: it might provide a simple street linking more major streets or it might connect with other mews creating a series of intimate slow speed 'lanes' from which occasional private drives are then served. Nevertheless, the way that on-street parking may be incorporated as part of street design is fundamentally the same.
- 9.4** Key dimensions to accommodate on-street parking are also given. Further design and technical advice is set out in Kent Design and the accompanying 'Making it happen' technical document. In instances where a Design Code has been adopted that sets out detailed space dimensions for street components then that will take precedence if any variance is encountered.
- 9.5** Minimum dimensions to ensure that car parking spaces, whether enclosed or open, will be well used are given in this section as well dimensions for the parking of powered two wheel vehicles (see Section 12). The dimensions for enclosed spaces are internal. Applicants are required to include as part of their application plans showing the parking spaces to be provided for their development. Those parking spaces must be drawn using the specified minimum dimensions.
- 9.6** Flexibility, adaptability and liveability are key aspects of high quality design which is the overall objective of Policy CS9 of the LDFCS. Supporting paragraph 9.23 thereof identifies the role that the Lifetime Homes (LH) standards will have to play in this respect. These standards include widened parking spaces to help meet changing mobility needs and, as a consequence, help a stable and diverse residential community to be maintained over time. The Council will examine further the issues of LH in relation to forthcoming

Figure 6

CAPACITY BASED
HIERARCHY.
Primary distributor road
District distributor road
Local distributor road
Access road
Cul-de-sac

CAPACITY & CHARACTER
BASED HIERARCHY
Main road
Avenue/boulevard
High Street
Street or square
Mews/courtyard

work on Space Standards but, in the meantime, applicants will be encouraged to design to LH standards for all new dwellings in schemes that come forward as new applications for full or outline planning permission and not just elements constructed as affordable housing. LH standards currently require:-

(a) on plot parking spaces to be designed so as to be capable of future enlargement to a width of 3.3m, and,

(b) a minimum of 1 space per car court / per communal undercroft parking area / per basement parking area to be provided at the outset at a width of 3.3m.

9.7 There is increased interest generally about alternative engine technologies, such as rechargeable vehicles, as a means of helping reduce emissions. Scheme promoters are therefore encouraged to consider how recharging facilities can be provided in the residential environment at either the outset or through design approaches that allow the subsequent easy installation of the necessary services to enable parked vehicles to be recharged by future occupiers.

9.8 Applicants are encouraged to provide waterbutts connected to the roofs of covered on-plot parking spaces in order to help limit run-off and harness a useful resource for garden irrigation. Applicants are also encouraged to construct on-plot parking spaces either from permeable or porous surface materials which will allow water to drain through, or to design such spaces to drain directly to a lawn or planted border as part of an overall site wide approach to SUDs.

Think: 'Formal'

'AVENUE'



Parking zone on one side of new avenue at Accordia, Cambridge



Parking on both sides of new avenue with grassed verges at Newhall, Essex.



Inset on-street parking at Ingress Park, Kent

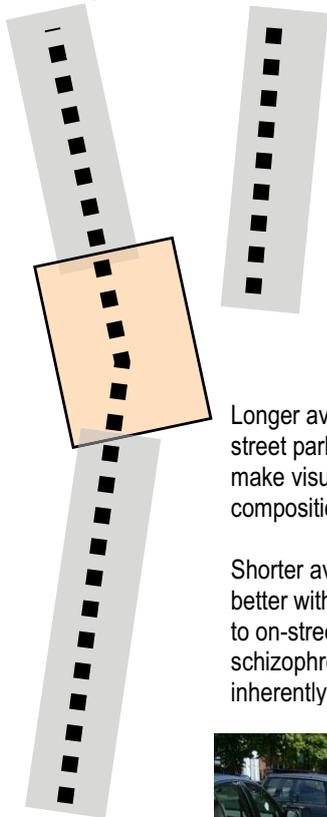


- Strongly linear tree planting helps create positive spatial enclosure
- Vehicular & pedestrian realms strongly separated
- Trees give summer shade & enhance biodiversity
- Number of on-street spaces maximised
- Bays made legible through line of setts and/or use of other materials
- Easily maintained grass verge with occasional 'wet weather' crossings
- Verge could be developed to have a SUDs role
- Planted thresholds help provide further attractive green structure to street



Alternative approach: on-street parking inset between street trees. This does, however, reduce the number of on-street parking spaces and can lessen the linear impact of street trees

Manage visibility splay conflicts through careful design. Subtle build-outs bring driver visibility splays clear of parked vehicles (some of which cannot be seen through) in a way that does not adversely affect the visual formality of the avenue. IGN2 'Visibility' produced by KHS, gives details of visibility and updates the Kent Design Guide



Longer avenues may allow subtle variations of on-street parking typologies in certain places that make visual sense as part of a change in layout composition

Shorter avenues, on the other hand, will work better with minimal variation to the approach taken to on-street parking. This prevents a visually schizophrenic composition at odds with the inherently formal character of an avenue



System of linked landscaped planters captures and attenuates surface water run-off. Planting within the structures adds visual interest and helps cool the air.



Linear tree planting in grassed verge separating on-street parking zone from footway and building frontage, Tenterden

‘AVENUE’



(A) Subtle flare at the junction with vehicle cross-over into rear car court or a Mews, eases potential visibility tension with on-street parking in bays when entering the avenue.
 (B) Depending on the desired character the 2m zone shown near this junction could be hard surfaced but grass is preferable to help limit surface water run-off and its micro-climate 'cooling' properties

6m eaves height townhouses coupled with street components at dimensions shown give a 'generally effective' 1:3 height to width ratio. Gables facing into the street would increase eave height component of this ratio and further aid the positive spatial enclosure of the avenue.

Avenue: typical parameters (on-street parking bays & street trees)	
Planted threshold	Typically 3m
Footway	Typically 1.8m <i>(minimum 1.2m where justified and maximum 3m)</i>
Segregated cycleway	Depends on neighbourhood structure/routes to schools & play areas etc. When combined footway/cycleway provided typically 5m in total
Footway flares for trees	2m
On-street parking (in line with C/W) using bays inset between street trees OR a <i>demarkated zone</i>	2m wide x 6m defined bays, typically in groups of 2 between street trees spaced as closely as possible <i>OR where simply a demarkated zone proposed to one side of closely spaced street trees then 2m wide based on notional 5.5m bay lengths</i>
Carriageway	Width not necessarily constant; Subject to tracking, typically min 6m for avenues accommodating buses

Think: 'Relaxed / Quiet'

'(SIDE)STREET'

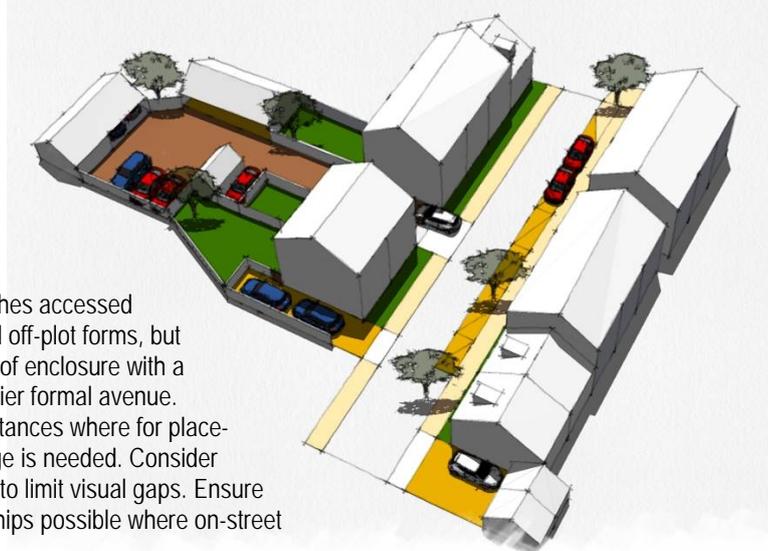


Side street provides opportunities for vehicles to be parked at the head of the street (bottom left) tucked into the widened footway that wraps around the corner. Trees on each corner could visually soften and create a sense of entrance.



Street tree positioned within the carriageway at Newhall, Essex. Can help slow vehicle speeds along the street and have potential to be used to define on-street parking zones.

Generally shorter narrower streets with less linear tree planting
 Terraces and semi-detached properties predominate: some detached houses
 Street trees can be accommodated with care, including in the carriageway
 On-street parking in strong groups rather than in piecemeal fashion
 On-street spaces grouped meaningfully avoids tension with crossovers
 Locating parking on one-side of street helps establish clear 'rules'
 Use widened corners at street heads as means of 'tucking in' spaces
 Bays made legible through surfacing or materials
 Entrances into car courts best treated as widened vehicle crossovers
 Narrow entrances to courts help reduce visual gaps & help slow speeds
 Use tracking plots for refuse sized vehicles to check positions of bays
 Where street fronts a green space, parking spaces may be on the opposite side



Increased variety of parking approaches accessed from the side street, including on and off-plot forms, but the street still retains a strong sense of enclosure with a more intimate character than the busier formal avenue. Restrict size of rear courts and to instances where for place-making reasons a continuous frontage is needed. Consider building above entrances into courts to limit visual gaps. Ensure courts are secure. Tandem relationships possible where on-street unallocated resource also provided.

‘(SIDE)STREET’



On-plot car barn and tandem parking increasingly encountered along flank walls. Inset street trees in C/W help soften the zone of on-street parking clear of vehicle crossovers.



Mixture of 3-storey townhouses and 2-storey homes in terraced, semi-detached and detached configurations. Thresholds of varied depths shown in the above example. The street in cross section would fall between 1:23 – 1:27 in terms of height to width ratio. This would give ‘generally effective’ positive spatial enclosure of the side street.



Small rear parking courts used where place-making dictates a continuous street frontage. Courts may include off-plot open fronted car barns (facing different ways as shown, off-plot allocated open spaces together with on-plot single car barns and on-plot open spaces. Courts should have electronic access gates. Security and overlooking through design is needed. Tree planting, within and/or adjacent to the court, visually softens this small communal space.

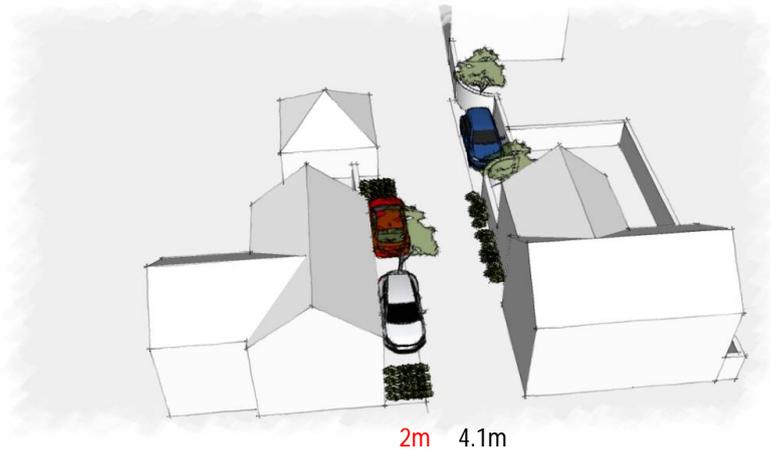
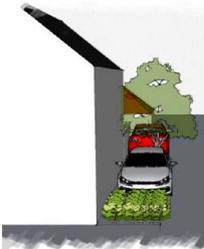
(Side) Street; typical parameters (some street trees)	
Planted Threshold	Typically 1.5 - 2m
Footway	Typically 1.8m <i>(min 1.2m where justified and max 3m)</i>
Segregated cycleway	None
Footway flares for trees	6m radii sufficient to enable inset 2m wide parking bay zone and clear stem / raised crown street tree opportunity
Demarcated zone of on-street parking	2m wide. Trees can be inset into carriageway
Carriageway (including opportunities for inset trees)	Width not necessarily constant; Subject to tracking for refuse size vehicles, typically 4.8m

Think: 'Tucked in'

'MEWS & PRIVATE DRIVES'



Parking spaces 'tucked in' to strong street landscaping approach at Newhall, Essex



On-street parking can compliment design measures used to slow speeds
 Tight layout accommodates terraces, semi-detached & detached homes
 Mews / lanes typically block paved but, with care, could be tarmac
 Absence of footway liberates space to 'tuck in' on-street parking
 Unallocated spaces created alongside flank & garden walls and in small pockets
 Parking nestled within visually attractive strong tree and shrub planting scheme
 Strong landscaping 'grounds' buildings in visually attractive fashion
 Strong landscaping softens the visual impact of parked cars
 Care needed to prevent obstruction to garage and rear court accesses
 Contrasting materials or paving colours can be used to demarcate bays
 Consider subtle widening along private drives to accommodate flexible resource
 Check all parking bays with refuse and domestic vehicle tacking plots

Mews & private drives	
Planted thresholds and perimeter	Typically 0 - 2m in mews – possibly more for private drives. Planted perimeter spaces soften impact of parking.
Footway	None – shared surface
Segregated cycleway	None
'Tucked in' zones for parking	2m wide (in line with C/W). Fully demarcated zones at 6m lengths. For right angle and angled parking to carriageway see 'Toolkit 2'. Essential to 'tuck' on-street parking into strong tree and shrub planting scheme along walls and flanks etc.
Carriageway (including opportunities for inset trees)	Width not necessarily constant; Subject to tracking (including refuse vehicle), typically 4.1m for Mews and 3m for private drives. Spaces for cars to pass each other <u>at least</u> every 40m

Mews should be positively enclosed attractive streets with a strong residential presence and not a collection of car courtyards masquerading as a 'Home Zone'. Flared spaces along the Mews together with changes in direction and planting can create an intimate and attractive place in which to live. The approach to parking and speed of through vehicular movement is a fundamental design layer.



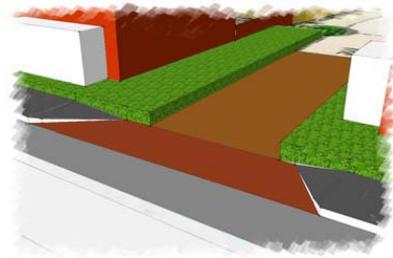
A Mews could be one-sided at certain points along its length if that makes design sense as part of a wider layout.

Treating entrances into Mews from other streets as a simple vehicular crossover is another idea worth exploring. Use of dropped kerbs, and a contrasting colour paving to that used within the Mews can work well.



A high brick garden boundary wall provides opportunities for a different parking typology in this example. The combination of the high brick wall and the strong tree planting ensures adequate levels of privacy to the rear gardens shown.

The twists and turns of the Mews can create visual drama. The location and type of parking, street trees and planted threshold spaces all have a strong role in reinforcing driver perception of a narrow slow speed environment. Designs need to be tracked for refuse sized vehicles. Intentional 'tightening' along the Mews may be used in places to reinforce a 'no parking' message at this point.



Dimensions (minimums)

open spaces

2.5m (wide) 5m
unobstructed at sides

2.7m (wide) 5m
wall / fence / flank of building at one side

2.9m (wide) x 5m
walls / fences / flanks of buildings on both sides

5.4m (wide) x 5m
walls / fences / flanks of buildings on both sides of pair of spaces

enclosed (car barns)

2.9m (wide) 5.5m
single car barn

5.4m (wide) 5.5m
open plan double car barn & (treble at 7.9m wide)

enclosed (garages)

3.6m (or 3m) 5.5m (or 7m)

6m 6m
open plan double garage & (treble at 7.9m wide)

tandem & garages

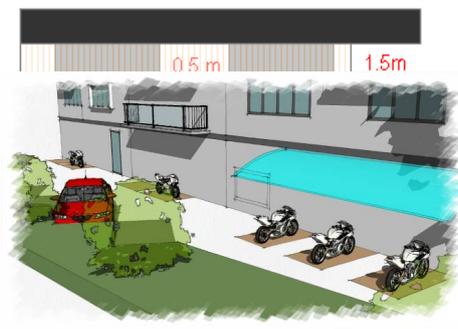
5m 5m
0.5m zone for doors to swing open or up

POWERED TWO WHEEL

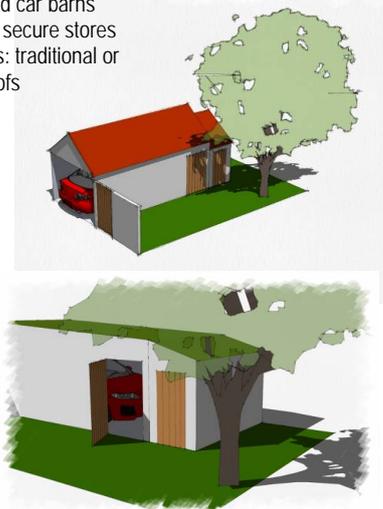
Spaces hard up to building if necessary



Spaces hard up to building if necessary



Combined car barns with rear secure stores for cycles: traditional or green roofs possible



Car Barn Examples

9

3-bay classic 'Kent' car barn
Enclosed on 1 side.



3-bay classic 'Kent' car barn
with gabled roof detail and
catslide roof over integrated
store. Enclosed on 3 sides.



10 Toolkit 3: Parking Typologies That Work

- 10.1** A number of parking design typologies are referenced in this section to help inspire creativity and innovation in place-making by designers.
- 10.2** These are directly based on 'Car Parking: What works where' published by English Partnerships in 2006 with some additions and variants. The list is comprehensive but not exhaustive. It is conceivable that other typologies may come forward over time and may need to be incorporated in future reviews. Any additional typologies promoted by designers will need to be clearly explained and justified in supporting information with applications.
- 10.3** Some design approaches tend to suit only one type of location and the associated likely residential density, whereas others are less 'density-sensitive'. The traffic light system used in 'Car Parking: What works where' is therefore translated into the locations identified in this SPD. This helps easily identify those design approaches that in terms of location are;-
 - (a) suitable (green light),
 - (b) should be used with caution (amber light), and,
 - (c) are fundamentally unsuitable (red light).
- 10.4** Applicants will be expected to concentrate on typologies shown green, use amber sparingly and with care and avoid those shown red. Typologies shown with a tick are those considered to be particularly helpful for the development contexts in this Borough.
- 10.5** Each typology is explained in full by means of a diagram together with associated text. This information is provided in Appendix 1.
- 10.6** The term 'enclosed spaces' encompasses both oversized garages and car barns. Toolkit 1 sets out the locations where garages will be acceptable as allocated parking resources and Toolkit 2 sets out minimum dimensions.
- 10.7** Applicants will be expected to ensure parking designs are safe and secure in accordance with advice in 'By Design' and the Urban Design Compendium 1 section 5.6.1. Off-plot small courtyards must be secure to ensure they are well used for parking and, at the same time, do not render the rears of adjacent properties more vulnerable to crime. In flatted schemes, views over a parking courtyard may be partially obstructed by parked cars or store buildings and the ability to defend communal space quickly will often be limited by building design that configures movement through an internal core. In both instances, electronic security gates are recommended.

	Central	Suburban	Rural
OFF PLOT			
[1] Multi-storey			
[2] Underground	✓		
[3] Undercroft			
[4] Podium	✓		
[5] Mechanical			
[6] Front court		✓	✓
[7] Rear court		✓	✓
[14] Mews street	✓	✓	✓
ON STREET			
[8] Central reservation			
[9] Right angled			✓
[10] Angled to pavement	✓		
[11] In line with pavement	✓	✓	✓
[12] Housing square	✓	✓	
[13] Parking square		✓	✓
ON PLOT			
[14] Mews court	✓	✓	✓
[15] Live / work above parking			
[16] Integral garage		Additional resource	Additional resource
[17] Attached garage		Additional resource	Additional resource
[18] On plot podium	✓		
[19] Cut out/ drive through			✓
[20] Rear garden via court/lane	✓	✓	
[21] Car port or car barn	✓	✓	✓
[22] Hardstanding		✓	✓
[23] Detached garage		Additional resource	Additional resource
[24] Detached garage to front		Additional resource	Additional resource

11 Toolkit 4: Complementary Approaches

- 11.1 In pressurised existing 'central' locations, where on-street parking controls are pro-actively enforced and parking guidance is minimum based, complementary approaches that assist meeting the transport needs of scheme occupants will be appropriate. Similarly, complementary approaches will also be appropriate to the approach taken in future urban extensions and would be supported in suburban locations.
- 11.2 **Applicants will be expected to demonstrate that these have been fully explored. Planning conditions and Section106 agreements will be necessary to properly secure these approaches for the benefit of the residents of such schemes.**

Residential Travel Plans

- 11.3 Guidance on Transport Assessments and Travel Plans has been published by Kent Highway Services. The decision as to whether a Travel Plan will be required will rest with the Council. Schemes in excess of 50 dwellings in a central location will be expected to provide such a Travel Plan.
- 11.4 A Residential Travel Plan might include a number of initiatives such as;-
 - (a) provision of public transport information as part of a welcome pack
 - (b) introductory free or discounted bus travel for residents
 - (c) good cycle storage
 - (d) provision of a scheme or neighbourhood car-share scheme to help reduce private travel from the home to the workplace
 - (e) provision of a scheme or neighbourhood car club to accommodate more occasional journeys that cannot be easily made by public transport
 - (f) design approaches and technologies that facilitate easy home working thereby reducing the need to travel and give real time information on public transport within the home

Car Clubs

- 11.5 Originating in metropolitan areas but increasingly found in smaller cities and towns, car clubs typically offer members the ability to hire cars from as little as 30 minutes to a few weeks on a 24 hour 7 days a week basis. Membership typically involves an annual fee of approximately £50 with cars available on hourly and daily hire rates including a certain amount of fuel.

- 11.6** For residents that only need the use of a car a few times a week, car clubs have potential to help save money and reduce problems of space devoted to storage of cars when not in use. Membership of a car club obviates the costs of vehicle purchase, parking permits, road tax, MOT, repairs and maintenance and car insurance.
- 11.7** Car clubs can therefore compliment living (and home working) in 'central' locations that contain a good range of everyday facilities within a walk-able distance and are served by frequent public transport linking to larger centres, including providing access to the rail network.
- 11.8** Car clubs will need a certain critical mass of users in order to be viable as a business and, typically, are initially established through pump priming and a time renewable contract. That critical mass might be generated by a single residential development but it could also be generated through a large number of smaller scale schemes making pooled contributions to help establish a scheme or increase the car resource of the club. Car clubs may also be useful for centrally located businesses as a pool car which will further help guarantee usage and therefore underpin business viability. Car clubs will need provision of parking spaces either in dedicated on-street spaces exempted from parking controls as part of a parking strategy and/or provided in secure accessible locations such as in a parking court forming part of a larger development.

12 Powered Two-Wheeler Parking

- 12.1** Powered two wheel (PTW) transport is a convenient form of personal transport for some people, particularly for relatively short journeys. It uses fewer parking spaces than other motor vehicles and so can be more easily physically accommodated in situations where space is at a premium. It generally also produces less air pollution and, as an alternative to single occupancy cars, it can help reduce congestion.
- 12.2** In suburban and rural locations most PTW parking will be on plot either in place of a car or on another small area of hardstanding.
- 12.3** Applicants proposing flats in central and suburban locations will be strongly encouraged to provide covered areas capable of being used by PTW users clear of any car court parking spaces. Minimum dimensions are given in Toolkit 2.
- 12.4** Linked to the locations identified in Toolkit 1 of this SPD, the following standard of provision should be provided for PTW users:-

Central locations

1 space + 1 space for every 20 car parking spaces provided derived from Toolkit 1. Promoters of zero or reduced parking schemes will be expected to show the potential for enhanced PTW provision within their scheme.

Suburban and rural locations

1 space + 1 space for every 20 parking spaces derived from Toolkit 1.

13 Cycle Parking

13

- 13.1** Cycling can be part of an active lifestyle and be useful for everyday neighbourhood journeys. It can also be a healthy way of commuting short to medium distances to the workplace or to a destination where the rest of a journey can then be continued by public transport.
- 13.2** Recent initiatives such as the Cycle 2 Work scheme dovetail with PPG13 maximum based car parking approaches at trip destinations. The Council has made good progress to date in enhancing the attractiveness of cycling in the Borough as a result of negotiating funding for improvements to the cycle network and will continue to do so.
- 13.3** Accordingly, cycle parking in residential developments need to be appropriate in terms of size, security, convenience and protection against the weather. Credits are available for cycle storage at the home under the provisions of the EcoHome or Code for Sustainable Homes (CFSH) systems that will help the achievement of Policy CS10 of the Core Strategy which seeks to improve sustainable design and construction. Applicants will be encouraged to design cycle provision so as to accrue the maximum credits that are available as part of this process in creating good sustainable places to live. Provision in excess of the requirements of Policy TC24 of the Town Centre Area Action Plan will also be strongly encouraged.
- 13.4** For schemes where the CFSH applies, the following quantum per dwelling and dimensions should be accommodated;-
- (a) Studios or 1-bed dwellings**
Storage for 1 cycle per dwelling
 - (b) 2 and 3-bed dwellings**
Storage for 2 cycles per dwelling
 - (c) 4-bed (and above) dwellings**
Storage for 4 cycles per dwelling
- CFSH Dimensions**
- 1 cycle minimum 2m long x 0.75m wide
 - 2 cycles minimum 2m long x 1.5m wide
 - 4 cycles minimum 2m long x 2.5m wide

- 13.5** For schemes coming forward under EcoHomes, the quantum of cycle parking per dwelling and related dimensions remain the same for CFSH. The credits available depend on the achievement of the approach across the development either at 50% or 95% coverage. Again, applicants will be encouraged to design cycle parking as to accrue the maximum credits that are available.
- 13.6** Applicants will be expected to demonstrate in applications and supporting statements how these dimensions are taken forward as part of the design approach (communal provision for flats / within garages and car barns or other buildings on the plot) and where applicable give the CFSH or EcoHomes score that is expected as a result. Applicants are encouraged to consider incorporating cycle and garden storage as part of the design of enclosed spaces as this will help minimise the impact of individual buildings on the plot.
- 13.7** In instances where neither CFSH nor EcoHomes apply, applicants will nevertheless be required to provide cycle parking in accordance with the quantum and dimensions detailed at paragraph 13.4 and demonstrate the proposed approach in applications and supporting documentation.

14 Reduced and Zero Parking Schemes

14

- 14.1** These may be advanced in central locations where matters of development viability and/or restricted size of an individual site are such that the parking typologies identified in this SPD cannot realistically be achieved but, in all other respects, the development is a desirable one when considered against development plan policies.
- 14.2** Converting existing buildings with limited curtilage to residential uses in central locations is an example where similar problems in providing car parking for scheme users will be likely to be faced.
- 14.3** The Council will expect applicants to set out clear reasons why reduced or zero parking schemes are being proposed and to share development viability with the Council on an open book basis if requested. Applicants will be expected to demonstrate that the approach proposed is one that is done so for genuine reasons rather than simply relying on the scheme being in a central location and therefore not needing any further thought about how it will function in practice as a good place to live.
- 14.4** Applicants will be expected to include the complimentary approaches set out in Toolkit 4 of this SPD in reduced or zero parking schemes. **Planning conditions and Section106 agreements will be used to secure such measures for the long term benefit of scheme residents.**
- 14.5** Applicants proposing reduced and zero parking schemes will be expected to ensure that schemes provide good levels of secure covered cycle parking and maximise opportunities for the parking of two wheeled vehicles.
- 14.6** Applicants are also encouraged to investigate arrangements for the sharing of parking spaces with other central uses within an easy walk of the site. Such initiatives have the capacity to help sensibly optimise the efficiency of available parking resources within an otherwise constrained central environment.
- 14.7** There is clearly a complementary role here for developer / purchaser and landlord / tenant covenants. Applicants should provide evidence as to the enforceability and commitment to such approaches to demand management at pre-application and planning application stages.

15 Proposed Review Period

- 15.1** The intention is that the SPD will be reviewed at the latest within 5 years of adoption with earlier review possible if development circumstances materially change, for example if the LDFCS is reviewed, and/or monitoring of schemes developed in accordance with the SPD suggests that changes in approach are necessary. The review will also take into account the 2011 Census information when it is published.

16 Bibliography and Useful Web-Links

16

16.1 Bibliography

Department for Communities and Local Government (2006) *Planning Policy Statement 3: Housing*, London: Department for Communities and Local Government

Department for Communities and Local Government (2007) *Residential Car Parking Research*, London: Department for Communities and Local Government

Department for Transport (2007) *Manual for Streets*, London: Thomas Telford Publishing

English Partnerships (2006) *Car parking What works where*, London: English Partnerships

English Partnerships & the Housing Corporation (2007 2nd ed.) *Urban Design Compendium 1 and 2*, London: English Partnerships

Kent County Council (2006) *Kent Design*, Maidstone, Kent: Kent County Council

Kent Highway Services & Kent Design Initiative (2008) *Interim Guidance Note 3 Residential Parking*, Maidstone, Kent: Kent County Council

Office of the Deputy Prime Minister (2000) *Planning Policy Guidance 3: Housing*, London: Office of the Deputy Prime Minister

Office of the Deputy Prime Minister (2001) *Planning Policy Guidance 13: Transport*, London: Office of the Deputy Prime Minister

16.2 Useful web-links

Building for Life

<http://www.buildingforlife.org/>

The Commission for Architecture and the Built Environment (CABE)

<http://www.cabe.org.uk/>

Interim Guidance Note 3 Residential Parking

http://www.kent.gov.uk/community_and_living/regeneration_and_economy/kent_design_initiative/interim_guidance_notes.aspx

Living Roofs (Natural England)

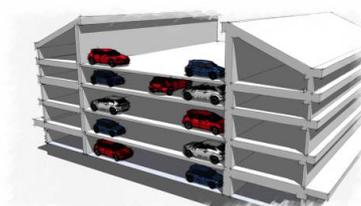
<http://www.livingroofs.org/images/stories/pdfs/living%20roofs.pdf>

Appendix 1 Parking Typologies that Work

- 1.1 Each typology is explained through a diagram together with associated text that combines the information set out in 'Car Parking: What works where' supplemented by further design advice. The term 'enclosed spaces' encompasses both oversized garages and car ports/car barns: Toolkit 3 sets out where these different approaches will be appropriate.

OFF-PLOT PARKING TYPOLOGIES

- 1.2 **{1} Multi-storey**
Can be single or multiple entry point. Covered parking provided in marked bays and arranged over levels connected with ramps. Access generally controlled from residents' cars. No direct access to homes from parking. Form should be wrapped in buildings to help maintain active streets frontage.



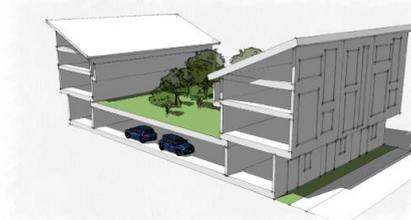
- 1.3 **[2] Underground**
Can be single or multiple entry point. Covered parking provided in marked bays a full storey height or more below street. Access generally controlled from residents' cars. No direct access to homes from parking.



- 1.4 **[3] Undercroft**
Open sided parking bays provided at street level or half a level down for natural ventilation. Parking best secured with a grill or other design approach that creates a bar to physical access from street. Accommodation provided above. No direct access to homes from parking.

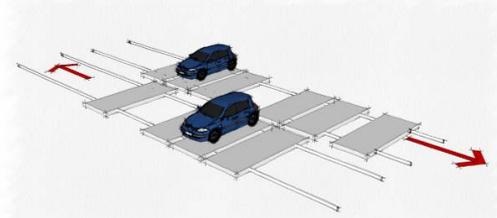


- 1.5 **[4] Podium**
Distinguished from underground / undercroft by the addition of private or shared outdoor space above covered parking. Parking area to be naturally ventilated. Should be closed to street for the security of parked vehicles. No direct access to homes from parking.



1.6 **[5] Mechanical**

Can be a sliding, stacking or rotating system provided on one or more levels. Best when controlled by residents. No direct access to homes from parked vehicles.

1.7 **[6] Front court**

Marked or unmarked bays overlooked by fronts of homes. Can be partly enclosed by buildings / walls and inset within a widened footway. Small groupings will reduce visual impact of sides of vehicles parked at 90 degrees to direction of travel along the street – linear street trees and shrub planting will also help in this respect and enable integration with other green structuring elements to the street. Can be 'tucked in' within a 'Homezone' type layout.

1.8 **[7] Rear court**

Grouped (often terraced) garages or hardstandings (marked or unmarked) around shared court, accessed between and located to rear. Court should generally serve no more than six homes as restricted size creates more personalised place and helps residents' police activity within the court. Courts serving houses must be secure to ensure that they are well-used for parking and do not render the rears of adjacent properties more vulnerable to crime. In situations where courts are proposed to serve an on-plot block of flats, the design approach typically encountered is one where movement is configured through a central core. The ability of residents to defend space quickly is therefore reduced. In both instances, electronic security gates at the entrance are recommended. Amalgamation of car courts creates car dominated environments and should be avoided.



Variants can provide some on-plot parking at rear of gardens (see No.20 - On-plot Rear Garden via court / lane). Garden boundary designs should include elements that help ensure visual surveillance of activity within the court. Keep entrances to courts narrow. Think about

quality of visual termination of the vista created from the street. Tree planting can help.

Use of a build-over at entrance (with or without accommodation or amenity space above) can address disruption of continuous frontage and street enclosure. Car barns could be provided to enclose spaces with or without accommodation above. Visitor parking should not be provided in rear courts as it will not be visible to intended users.

ON-STREET PARKING TYPOLOGIES

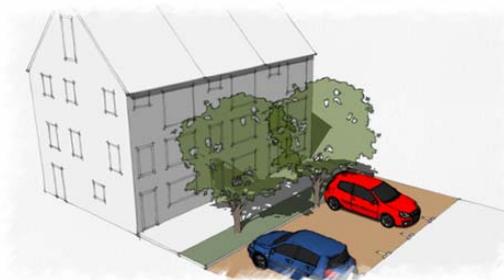
1.9 [8] Central reservation

Kerbside parking arranged both sides of a strip dividing traffic flows with marked bays for parking in same direction as the traffic flow. Bays might be demarcated through contrasting materials. Landscaping needed to soften visual impact and reinforce linear vertical enclosure and structure of the street.



1.10 [9] Right angled

Kerbside parking at right angles to axis of footway, generally in marked bays. Bays might be demarcated through contrasting materials. Care needed in positioning with impact on visibility splays from nearby junctions. Increase in building heights needed to compensate for the wider street that is created. Street trees and shrub planting can soften the visual impact, especially in 'Homezone' type layouts. Can reinforce sense of place when combined with a layout with a distinctive urban form, such as a crescent.



1.11 [10] Angled to pavement

Kerbside parking at less than right angle to axis of pavement, generally in marked bays. Bays might be demarcated through contrasting materials. Approach is direction sensitive. Street trees and shrub planting can soften the visual impact, especially in 'Homezone' type layouts.



- 1.12 **[11] In line with pavement**
Kerbside parking provided parallel to the axis of the footway. Reinforces linear perspective of more formal streets when combined with strong street tree planting. Bays may be provided inset between trees or to one side and can be either marked or unmarked. Bays might also be demarcated through contrasting materials



- 1.13 **[12] Housing square**
In line kerbside parking arranged around the sides of a landscaped, often tree planted, central amenity space around which buildings are grouped. Typically combined with further in-line parking closest to building frontages. The approach is capable of being applied to other geometric forms. Surfacing materials, possibly unified, capable of differentiating and enhancing the hard elements of the housing square as a key event in the neighbourhood.

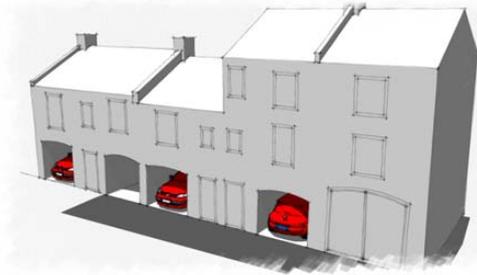


- 1.14 **[13] Parking Square**
A variant of the housing square where parking is provided centrally at right angles. Found in many historic settlement layouts it provides a modern use for a former gathering / market place. A shared visually unified surface approach will help tie the space together with the buildings that provide the primary spatial enclosure. Tree planting will soften the impact of the group of parked cars. The hard surface is also an adaptable space capable of accommodating occasional neighbourhood events. The parking square may be at the end of a street or an 'event' encountered as part of a through route.



ON-PLOT PARKING TYPOLOGIES

- 1.15 **[14] Mews Court & Mews Street**
Terraced or grouped on plot enclosed spaces in a yard type layout serving homes constructed above. Found within perimeter blocks. Careful integration of entrances and windows necessary to ensure surveillance of parked cars. Differs from the off plot flats-over-enclosed parking of a mews street where frontages usually face each other across a narrow lane equal in width to building height. Provision of doors changes car barn into a garage which is not an approach that will be counted as part of allocated parking in some locations – refer to Toolkit 1.



- 1.16 **[15] Live / work above parking**
A detached enclosed space to the rear of a dwelling designed with accommodation above to encourage flexible living, such as live/work or workshops or just residential above enclosed parking. Coach house variant visually attractive, counterbalances impact of open parking spaces and provides element of ground floor living accommodation. Windows at ground floor level further assist surveillance of the street.



Urban design use can be as a gateway or focal point and as a building form that, alongside others, can be grouped to create an attractive intimate overlooked street or widened space along a street. Parking bays can also be to provide a drive-through into a small rear parking court. Provision of doors changes car barn into a garage which is not an approach that will be counted as part of allocated parking in some locations – refer to Toolkit 1.



- 1.17 **[16] Integral parking space**
Enclosed space within the footprint of dwelling giving direct access to the home with accommodation typically around and above. Can be a risk of inactive street so best used with double-fronted bay windows for surveillance. Provision of doors



changes car barn into a garage which is not an approach that will be counted as part of allocated parking in some locations – refer to Toolkit 1.

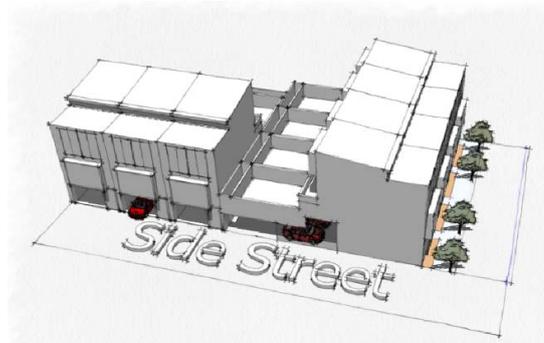
- 1.18 **[17] Attached garage**
Not an approach that will be counted as part of allocated parking in some locations – refer to Toolkit 1.

An enclosed space with doors located to the side of the dwelling giving direct access at ground floor level with additional accommodation above. May be paired with a garage at the neighbouring plot. According to architectural style, garage could be developed as a green roof.

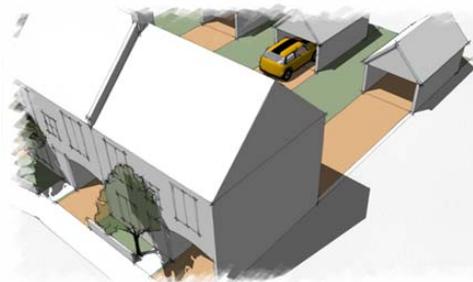


Small set-backs from the footway should be avoided as they can lead to parking overhanging and obstructing the footway. Position enclosed parking space close to edge of footway as possible – leaving room for doors to open without causing obstruction – or set back so that a car in front of the garage is 'nestled' out of immediate view alongside the flank wall.

- 1.19 **[18] Podium**
Inventive approach to give on-plot parking as used at Accordia, Cambridge. Useful in reconciling on-plot private amenity with on-plot parking in higher density locations through creating elevated terraces and balconies. Care needed to ensure communal access is secure and to provide windows to enliven flank wall and help overlooking of the adjacent street.



- 1.20 **[19] Cut out / drive through**
An arch formed at street level allowing driveable access below first floor accommodation to a hardstanding or enclosed space located at the rear of the plot. The cut out may be shared with a neighbour if hardstandings or enclosed spaces are paired.

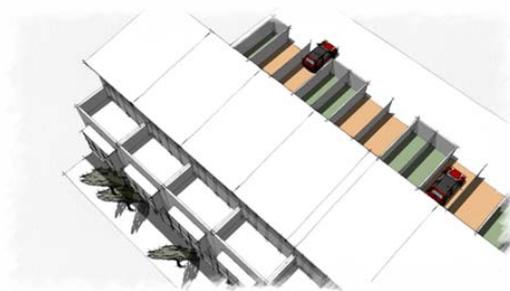


Care needed to ensure that the cut-out to the rear of the plot does not compromise security of rear gardens.

Attachment of doors on the rear garden side of the cut-out in the building will not be acceptable as it will compromise ease of use of the parking space beyond, potentially leading to an allocated parking resource becoming permanently disused.



- 1.21 **[20] Rear garden via court / lane**
 Single or larger area of hardstanding accessed from and located at rear of property. Can be combined with provision of an enclosed space. On-plot gates can be used to give enhanced security. Differs from No.7 Off-plot: Rear Court in that it gives direct access from the car to the home.



- 1.22 **[21] Car port or car barn**
 Open sided structure, generally located to the side of a dwelling possibly paired with neighbour or separated by a boundary fence or wall. According to architectural style, could incorporate outdoor additional private amenity space above parking, such as a sun terrace, or a green roof.



- 1.23 **[22] Hardstanding**
 Uncovered parking area provided adjacent to the side of a dwelling. May provide for 'side by side' parking if space allows. A tandem arrangement will be applicable to situations where the grain of development is tight and breaks in the street scene need to be minimised. Tandem parking arrangements can be provided alongside flank walls to end of terrace, semi-detached and detached properties. Ensure sufficient space is provided to help 'nestle' parked cars out of view when looking along the street. Surface can be paved or



finished in material allowing grass to penetrate or permeable paving to allow surface water ground infiltration.

- 1.24 **[23] Detached garage**
 Enclosed space is located to side of house giving indirect access to home. May be paired with neighbour. Avoid on plot placement that creates either tandem parking forward of the building line or a minimal setback that may actually lead to inappropriate parking and obstruction of the footway.



Not an approach that will be counted as part of allocated parking in some locations – refer to Toolkit 1.

- 1.25 **[24] Detached enclosed space to front**
 Separate single or small group of enclosed spaces located at the front of a dwelling. May be parallel or at right angles to the dwelling. An off-plot variant has possibilities for terminating a vista created by a dead-end street or private drive.



Not an approach that will be counted as part of allocated parking in some locations – refer to Toolkit 1.

Appendix 2 Resident Surveys 2010

DISTRICT Development	PARKING RATING	PARKING PROBLEMS	VEHICLES PER UNIT	2001 CENSUS VEHICLES PER UNIT	GARAGE USED FOR PARKING
ASHFORD					
Abbott Way	+7%	-43%	1.21	1.28	54%
Alderney Way*	-8%	-8%	1.54	(1.64)	(0%)
Aylesbury Road	-36%	+57%	1.75	1.64	33%
Blue Field	-73%	+82%	1.64	1.36	(43%)
Brisley Court	-73%	+82%	1.86	1.36	12%
Bryony Drive (1-73)	+35%	-16%	1.65	1.62	30%
East Stour Way*	-79%	+79%	1.21	1.43	(29%)
Gravelly Field	-26%	+37%	1.37	1.36	38%
Highland Park (part)*	-76%	+79%	1.40	1.36	59%
Hurst Road (N)*	-42%	+47%	1.32	(1.64)	(80%)
Imperial Way (part)	-26%	+56%	1.41	1.53	31%
Mill Court	-26%	+14%	1.26	1.26	45%
Miller Close	+50%	-60%	1.00	1.26	n/a
Orlestone View	-57%	+52%	1.38	1.73	43%
Repton Park 2 (West)	-50%	+83%	1.75	1.40	64%
Repton Park 3 (East)*	-16%	+26%	1.32	1.40	50%
Riverbank Way*	-63%	+63%	1.06	1.43	(20%)
Sir John Fogge Avenue	-43%	+30%	1.61	1.40	53%
Swaffer Way	-55%	+50%	1.50	1.53	53%
West of Charing	+58%	-75%	1.79	1.68	67%
Whitfield Villas*	+36%	-27%	1.09	1.18	n/a

CENSUS data is average for owner-occupied houses except those in italics, which is average for owner-occupied flats.

* Developments with a significant proportion of flats, for which average vehicle ownership rates are lower.

** Developments with flats only.

PARKING RATING: [(Very Good + Good) – (Poor + Very Poor)] expressed as a percentage

PARKING PROBLEMS: [Yes – No] expressed as a percentage

Survey Responses for all districts are available from:-

Bob White, Transport & Development Business Manager

Kent Highway Services, Invicta House, County Hall, MAIDSTONE, ME14 1XX

Bob.White@kent.gov.uk

Appendix 3 Car Ownership Information

Central Areas

Victoria	%	Avg No Cars/dwg
Households 0 cars or vans	31.37	0.94
Households 1 car or van	47.83	
Households 2 cars or vans	17.13	
Households 3 cars or vans	2.89	
Households 4+ cars or vans	0.77	

Beaver

Beaver	%	Avg No Cars/dwg
Households 0 cars or vans	28.91	0.99
Households 1 car or van	47.87	
Households 2 cars or vans	19.09	
Households 3 cars or vans	3.35	
Households 4+ cars or vans	0.78	

Bybrook

Bybrook	%	Avg No Cars/dwg
Households 0 cars or vans	23.56	1.12
Households 1 car or van	47.49	
Households 2 cars or vans	23.09	
Households 3 cars or vans	5.03	
Households 4+ cars or vans	0.84	

Suburban Areas

Godinton	%	Avg No Cars/dwg
Households 0 cars or vans	15.8	1.26
Households 1 car or van	48.83	
Households 2 cars or vans	30.43	
Households 3 cars or vans	3.71	
Households 4+ cars or vans	1.24	

Little Burton Farm

Little Burton Farm	%	Avg No Cars/dwg
Households 0 cars or vans	12.75	1.38
Households 1 car or van	45	
Households 2 cars or vans	35.75	
Households 3 cars or vans	4.88	
Households 4+ cars or vans	1.63	

Willesborough North

Willesborough North	%	Avg No Cars/dwg
Households 0 cars or vans	15.73	1.32
Households 1 car or van	46.83	
Households 2 cars or vans	29.35	
Households 3 cars or vans	6.4	
Households 4+ cars or vans	1.7	

The figures, left, are a selection of wards, from typical areas within the Borough. They have been grouped in relation to the emerging SPD character areas.

The figures are from the published 2001 Census and represent ownership information at the previous time of data collection. In some sample areas, the majority of dwellings have a vehicle but in others, two-vehicle ownership features more strongly. Current data shows ownership continues to grow and the impact of regeneration is, as yet, not fully understood and needs further analysis.

The figures do not deal with visitor parking need and the ease of use of parking facilities.

	Park Farm North		Park Farm South	
	% with this number of cars	Overall Ward Avg	% with this number of cars	Overall Ward Avg
Households 0 cars or vans	3.68	1.6	1.72	1.6
Households 1 car or van	40.12		41.77	
Households 2 cars or vans	49.85		50.61	
Households 3 cars or vans	5.42		4.91	
Households 4+ cars or vans	0.92		0.98	

Rural Areas**Saxon Shore**

Households	No Cars/dwg	Avg No Cars/dwg
Households 0 cars or vans	8.09	1.73
Households 1 car or van	33.99	
Households 2 cars or vans	40.73	
Households 3 cars or vans	12.43	
Households 4+ cars or vans	4.75	

Tenterden North

Households	No Cars/dwg	Avg No Cars/dwg
Households 0 cars or vans	21.45	1.16
Households 1 car or van	48.19	
Households 2 cars or vans	24.68	
Households 3 cars or vans	4.51	
Households 4+ cars or vans	1.18	

Weald South

Households	No Cars/dwg	Avg No Cars/dwg
Households 0 cars or vans	12.5	1.58
Households 1 car or van	37.7	
Households 2 cars or vans	35.16	
Households 3 cars or vans	10.46	
Households 4+ cars or vans	4.18	

Appendix 5 Parking Plan



**Ashford Borough Council, Civic Centre,
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