

Policy T3

Vehicle Parking

New development proposals, proportionate to their type, scale and location, will be expected to demonstrate the following principles:

Strategic Principles

1. Compliance with the transport hierarchy set out in Policy T2 (Sustainable Movement) to maximise sustainable transport opportunities and reduce the need for vehicle parking.
2. An appropriate level of vehicle parking, informed by local data, circumstances and proximity to public transport infrastructure and services, to support sustainable travel and ensure responsiveness to local conditions. The car parking standards set out in Annex 1 provide a starting point for determining parking levels for both residential and non-residential developments.
3. Developments in sustainable locations, particularly town centres or transport hubs, should demonstrate a flexible approach to parking provision and lower levels of provision where appropriate will be supported.
4. Developments that are likely to generate additional parking demand that cannot be accommodated on-site will be required to submit a Parking Stress Survey to demonstrate that the development will not have a negative impact on existing parking provision.

Design and Parking Layout

5. Vehicle parking designed to support public safety by enabling natural surveillance from active parts of the development.
6. Sensitive screening and integration of soft landscaping, improving visual amenity in parking areas.
7. Vehicle parking is not overly prominent in the public realm or street scene.
8. Permeable surfaces and other treatments to minimise the negative effects of surface water run-off.

Functionality and Sustainable Transport Infrastructure

9. For residential developments with unallocated parking spaces, sufficient space is provided for electric vehicle charging points.
10. For non-residential developments, sufficient space within the site for parking, unloading, loading of goods and manoeuvring of vehicles delivering and collecting goods.
11. Provision of bicycle parking should be in accordance with the current Kent County Council Parking Standards 2025 (or any subsequent replacement). Facilities must be accessible, secure and weatherproof. Developments are encouraged to exceed these standards where feasible, in order to promote sustainable travel and accommodate future growth in cycling demand.

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Car Parking Standards

12. Applicants are expected to demonstrate how their proposals align with the residential parking standards set out in Annex 1, which apply to development proposals falling under Use Class C3(a) (single household dwellings). These standards provide a starting point for determining parking provision and may be flexibly applied where justified by local circumstances. Settlements are aligned with the categories based on the Council's Settlement Hierarchy, as set out in the Settlement Hierarchy 2025 or any superseding document.
13. Applicants are expected to demonstrate how their proposals align with Kent County Council's non-residential parking standards, as set out in Kent County Council Parking Standards 2025 (or any subsequent replacement). A summary of these standards is provided in Annex 1. These standards provide a starting point for determining parking provision and may be flexibly applied where justified by local circumstances.
14. Notwithstanding the parking standards set out in Annex 1, the Council may depart from the established parking provision in order to:
 - a. Consider specific local circumstances including the development's accessibility to public transport, shops and services, highway safety concerns and local on-street parking problems;
 - b. Ensure the successful restoration, refurbishment and re-use of listed buildings or buildings affecting the character of a Conservation Area;
 - c. Allow the appropriate re-use of the upper floors of buildings in town centres or above shop units;
 - d. Consider the existing parking provision (whether on or off-site) for the building's existing use for redevelopment or change of use proposals and for the use of existing public car parks outside of normal working/trading hours by restaurants and leisure uses; and/or
 - e. Consider a proposal's inventive parking design, the inclusion of complementary measures, such as transport sharing schemes, car clubs, or active travel incentives, or a combination of both, where these justify a provision below the minimum provision.