

To: **Planning Reps**
From **Highways Development Management Officer**

Date 8th September 2021

Your Ref 20211094

Location 51 London Road Northfleet Gravesend Kent DA11 9JR

Vehicle parking standards do not exist for houses in multiple occupation. It can be very difficult to judge who will live here and what if any vehicles they will own.

London Road is subject to waiting restrictions and the nearby residential streets have a permit scheme in operation to protect on street parking for residents.

Kent Design Guide Interim Guidance Note 3 Residential Parking suggests where such conditions exist, maximum car parking provision can be considered.

GUIDANCE TABLE FOR RESIDENTIAL PARKING

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE
ON-STREET CONTROLS	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation (Note 3)
NATURE OF GUIDANCE	MAXIMUM (Note 1)	MAXIMUM

NOTES

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

Given the circumstances and the guidance, I do not consider car parking is required at this property, although generally I would ask for a minimum of 50% provision or 4 spaces. However, there should be adequate provision for the secure and weatherproof storage of a minimum 8 cycles to ensure compliance with adopted vehicle parking standards of one space per bedroom. Ideally two of these spaces should be adequate to accommodate an adapted cycle, which could be to be meet the needs of a delivery cycle or one adapted for a disabled person for example.

The department for Transport publication Local Transport Note 1/20 Cycle Infrastructure Design gives the following details regarding cycle size.

Table 5-1: Size and minimum turning circles of cycles

Type of Cycle	Typical length (m)	Typical width (m)	Minimum turning circle (m)	
			Outer radius	Inner radius
Cycle design vehicle	2.8 (max)	1.2 (max)	3.4 (max)	0.1 (min)* 2.5m (3 and 4 wheel cycles)
Solo upright cycle	1.8	0.65	1.65	0.85
Cycle plus 850mm wide trailer	2.7	0.85	2.65	1.5
Tandem	2.4	0.65	3.15	2.25

*applies only to some cycles that can pivot at very low speeds

In addition the cycle store should have appropriate provision for the recharging of batteries that are contained in the frame of some electric assisted cycles.

Ideally, although there is no Policy support, provision should also be made for a couple of motorcycle parking spaces, again with electric charging points for battery powered motorcycles.

Whilst any conversion to a HMO is of concern, the lack of suitable guidance makes them difficult to assess. From the guidance available I determine there is no highway reason to object, providing suitable provision is made for cyclists

Les Seaborn
Highways Development Management Officer