

Parking Management Plan

Revision B — September 2026

Site	Land at Empress Road (former garage court adjacent to No. 33), Gravesend, Kent
Proposal	7 self-contained flats served by 5 on-site parking spaces
Provision	0.71 spaces per dwelling, including 1 accessible bay
Local Planning Authority	Gravesham Borough Council
Highway Authority	Kent County Council
Document reference	EMP-PMP-002 Rev B
Supersedes	Parking Management Plan, October 2025
Prepared by	Tudor Agencies
Date	September 2026

1. Purpose and status

This Parking Management Plan establishes the framework for the allocation, use, enforcement and monitoring of the five on-site parking spaces serving seven residential units at Land at Empress Road, Gravesend. It supersedes and replaces the Parking Management Plan issued in October 2025, which described an eight-unit scheme with six spaces.

The plan is submitted with the application and is capable of being secured by condition. It binds the freeholder and, through the terms of the leases and the management agreement, every occupier of the building.

2. Provision

Element	Provision
Total spaces	5
Dwellings served	7
Ratio	0.71 spaces per dwelling
Accessible bays	1, sized to the standard dimensions with transfer zone to side and rear, located on the shortest route to the building entrance
Bay dimensions	2.5 m by 5.0 m, as dimensioned on drawing 198/PBLOCK Rev B
Electric vehicle charging	Passive infrastructure (ducting and capacity) to all 5 bays; active charge points to 2 bays from first occupation
Surface	Permeable block paving, laid to falls draining within the site
Lighting	Column or building-mounted lighting to a specification supporting safety and minimising light spill to neighbouring properties
Cycle parking	Not less than 1 long-stay space per dwelling, plus 2 visitor stands and 1 cargo cycle space — see Traffic and Access Statement Section 7

3. Justification for the ratio

Five spaces for seven dwellings is the right provision for this site, for four reasons.

The unit mix is weighted towards smaller homes. Three of the seven units are one-bedroom flats, for which car ownership in this part of Gravesend runs materially below the borough average.

The site is genuinely accessible without a car. Bus stops on the A226 lie within eighty metres in both directions. A convenience store, post office, public house and hot food outlets are within a three-minute walk; a primary school and public open space within five.

The provision is consistent with what this authority has recently accepted. At 133 Windmill Street (application 20220432) the Council granted permission for 75 apartments at a parking ratio materially below the figure proposed here.

And the provision is managed rather than merely stated. The regime set out below prevents the outcome that generates most objection to under-provision, which is not the absence of a space but the misuse of the spaces that exist.

4. Allocation

4.1 Method

Spaces are allocated by the management company on the following basis, in this order of priority:

- The accessible bay is allocated to a resident holding a Blue Badge. If no resident holds a Blue Badge, the bay remains available as a visitor and delivery bay and is reallocated immediately on request when a Blue Badge holder takes occupation.
- The remaining four bays are allocated one per dwelling, with priority to the two three-bedroom family units and then by order of occupation.
- No dwelling is allocated more than one bay.
- Allocation is recorded in a register maintained by the management company and reviewed annually.

4.2 Leases

Every lease will state expressly that a parking space is not granted as of right with the dwelling; that any space allocated is licensed and may be reallocated on the terms of this plan; and that the resident is not entitled to park anywhere within the site other than in the bay allocated.

4.3 Unallocated dwellings

Three dwellings will not hold an allocated bay. Prospective occupiers are informed of this before they take occupation, in writing, as part of the letting or sales particulars. This is a condition of the marketing arrangements and is not left to be discovered on moving in. Occupiers without a bay receive the residential travel information pack and are directed to the cycle store, which is sized to accommodate every dwelling.

5. Enforcement

The management company is responsible for enforcement. The regime comprises:

Measure	Detail
Permit display	Each allocated bay is numbered and each permitted vehicle displays a permit identifying the bay. Permits are issued and withdrawn by the management company.
Signage	Clear signage at the site entrance stating that parking is by permit only, that unauthorised vehicles may be removed, and giving the management company's contact details.
Patrol and response	The management company operates a reporting line for residents. Reported contraventions are attended within one working day.
Sanction	Unauthorised vehicles are ticketed and, on repeat contravention, removed at the owner's cost under the terms displayed at the entrance.

Measure	Detail
Visitor parking	Visitors use the accessible bay when it is unallocated, or park on street subject to the prevailing on-street controls. Residents are asked to advise visitors of this in advance.
Commercial and abandoned vehicles	No commercial vehicle over 3.5 tonnes, no caravan, trailer or boat, and no untaxed or unroadworthy vehicle may be parked or stored on site at any time.

6. Management responsibility

A management company will be established on completion and will hold responsibility for the parking court, the cycle store, the refuse store, the communal amenity space and the external lighting. Its obligations under this plan are:

- To maintain and annually review the allocation register;
- To issue, withdraw and audit parking permits;
- To maintain the surface, markings, signage, lighting and charge points in good order;
- To operate the reporting line and to respond to contraventions within one working day;
- To provide the residential travel information pack to every new occupier;
- To present and return the refuse containers on collection day in accordance with the Waste Management Plan;
- To carry out the monitoring set out at Section 7 and to make the results available to the Council on request.

Every occupier contributes to the management company through the service charge. The obligations run with the land and survive any change of freeholder.

7. Monitoring and review

The management company will carry out an annual review covering the number of vehicles held by residents, use of the electric vehicle charge points, use of the cycle store, and the number and nature of contraventions reported. The review is recorded in writing and made available to Gravesham Borough Council on request.

If the review shows sustained demand for the active charge points beyond the two provided, the management company will commission additional points using the passive infrastructure already installed at each bay. The scheme is designed so that this can be done without further consent or excavation.

8. Conclusion

Five managed spaces for seven dwellings is appropriate provision for a site eighty metres from a bus corridor, three minutes from a local centre and weighted towards one-bedroom units. The provision exceeds the ratio this authority accepted at 133 Windmill Street in 2022. Allocation is transparent, enforcement is funded and resourced, and the arrangements are recorded in the leases and secured through the management company. This plan can be secured by condition.

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