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Framework Parking Management Plan

Client: G McManus

Project: Land North of Camer Road, Meopham

Date: February 2026



Document Control Form

Client: G McManus
Project Title: Land North of Camer Road, Meopham
Document type: Framework Parking Management Plan
Document Date: February 2026
Project No/Ref: 211206-09
Document Status: Final

Doc Ref: 211206-09 Land North of Camer Road, Meopham Framework PMP

Document Approval

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Document Issue

Issue Date and History	Draft	6 th February 2026
	Final	10 th February 2026
Distribution	External	
	Internal	File

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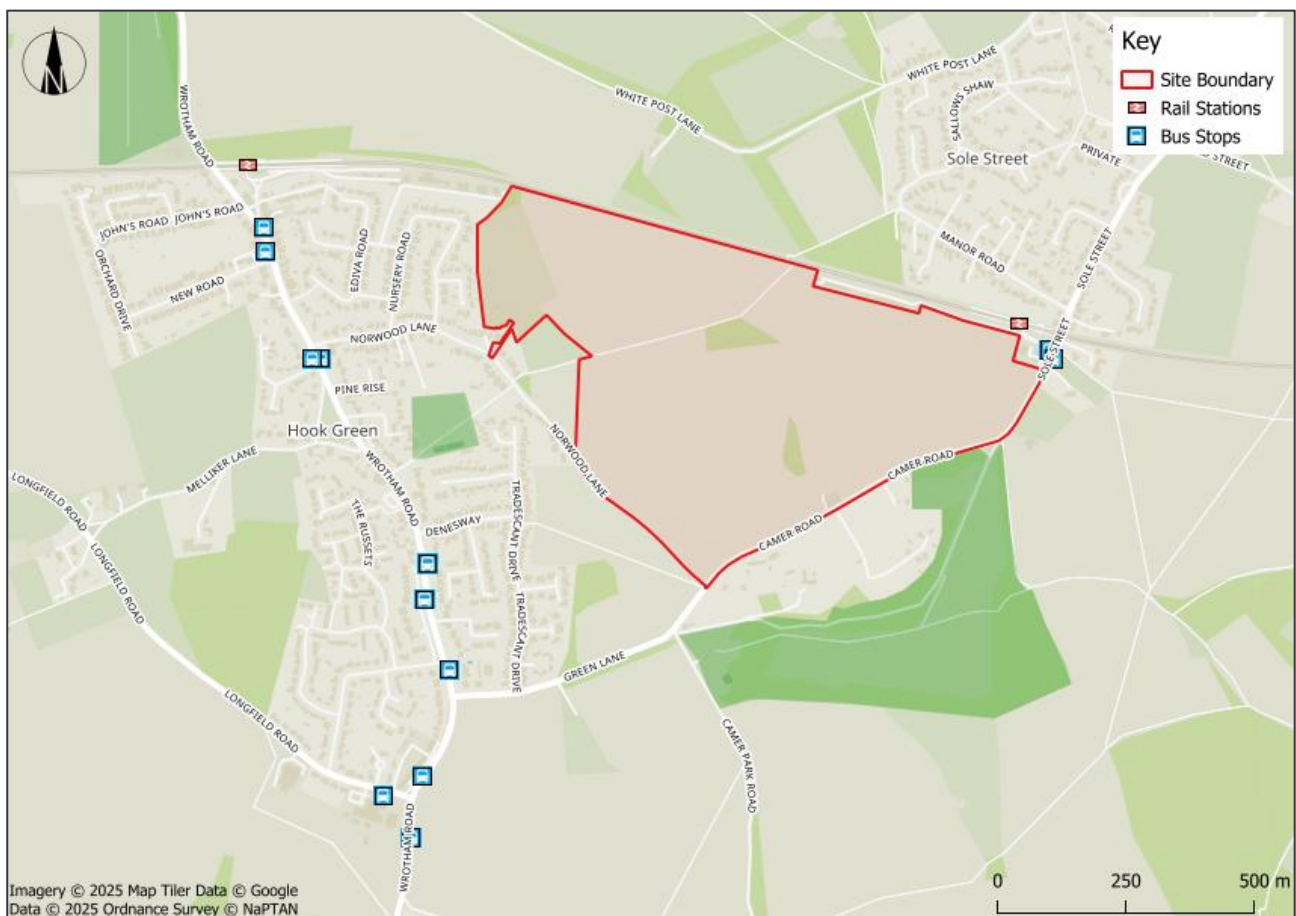
1. Introduction

1.1 Overview

The Transportation Consultancy Ltd ('ttc') have been appointed by G McManus ('the applicant') to support an outline planning application for a new residential-led mixed-use development at Land North of Camer Road, Meopham ('the site'). Gravesham Borough Council (GBC) are the local planning authority with Kent County Council (KCC) as the highway authority.

Figure 1.1 below sets out the location of the site.

Figure 1.1 Site Location



1.2 Proposed Development

The description of development is as follows:

“Outline planning application for up to 730 dwellings (Use Class C3), a new two-form entry primary school (Use Class F1), the provision of Public Open Space including sport and recreation facilities, alongside associated access, landscaping, parking, and infrastructure; with all matters reserved except for access.”

In addition to the proposed residential dwellings, the following non-residential uses are proposed:

- 2FE primary school (use class F1);
- 500sqm commercial use – local centre (use class E);
- 750sqm club house (use class F2(b)); and
- Two sports pitches (use class F2(c)).

1.3 Report Purpose

This Framework Parking Management Plan (PMP) has been prepared to set out the structured parking strategy for the site.

Whilst the final number of parking spaces across the uses is unknown at this stage due to the outline nature of the application, not all vehicle parking spaces will be available for all users and so preparing a draft strategy will help in identifying how this can be managed and enforced.

A Full PMP will be secured by planning condition to set out the management and monitoring of the parking for each land use based upon the final allocations proposed, providing a ‘day in the life’ assessment to ensure sufficient parking provision is proposed.

1.4 Report Structure

This report is structured as follows:

- **Chapter 2** provides further background to a PMP and outlines the main aims and objectives of the Plan;
- **Chapter 3** sets out the framework strategy and management measures envisaged to be employed by the Plan; and
- **Chapter 4** provides the methodology for reviewing the Plan and monitoring its success against the objectives set.

2. The Parking Management Plan

2.1 Role and Objectives

The key role of this PMP is to provide information on the allocation of car parking spaces for the different types of land uses and users of the site which will include:

- Residential dwellings;
- 2FE primary school;
- Commercial use (local centre);
- Club house; and
- Sports pitches.

The key objectives of the PMP are:

- Promote the operational efficiency of parking throughout the site;
- Ensure security for residents, staff and visitors to the site; and
- Reflect the principles and objectives of the Travel Plan.

2.2 Parking Provision

Policy

GBC have not yet adopted KCC's updated 2025 'Parking Standards' document, and as such continue to utilise the 2006 document (Kent Vehicle Parking Standards SPG 4).

Table 2.1 overleaf sets out the standards for both residential and non-residential developments. As the nature of the Class E commercial uses within the local centre are not yet defined, the highest potential parking requirements have been set out in order to provide a robust assessment, i.e. E(a) and E(b).

Table 2.1 KCC Residential Parking Standards

Use	Car Parking
1-Bedroom Residential Dwellings	1 space per unit
2 & 3-Bedroom Residential Dwellings	2 spaces per unit
4+ Bedroom Residential Dwellings	3 spaces per unit
Food retail (up to 1,000sqm)	1 space per 18sqm
Restaurants and cafés	1 space per 2 staff 1 space per 6sqm
Primary schools	1 space per staff + 10% Provision should be made to accommodate school vehicles dropping off / picking up children Provision should be made for the setting down / picking up of children in a safe environment and does not interfere with the public highway
Community centre	1 space per 22sqm
Areas or places for outdoor sport or recreation	1 space per 2 participants + 1 space per 15 spectators

In addition:

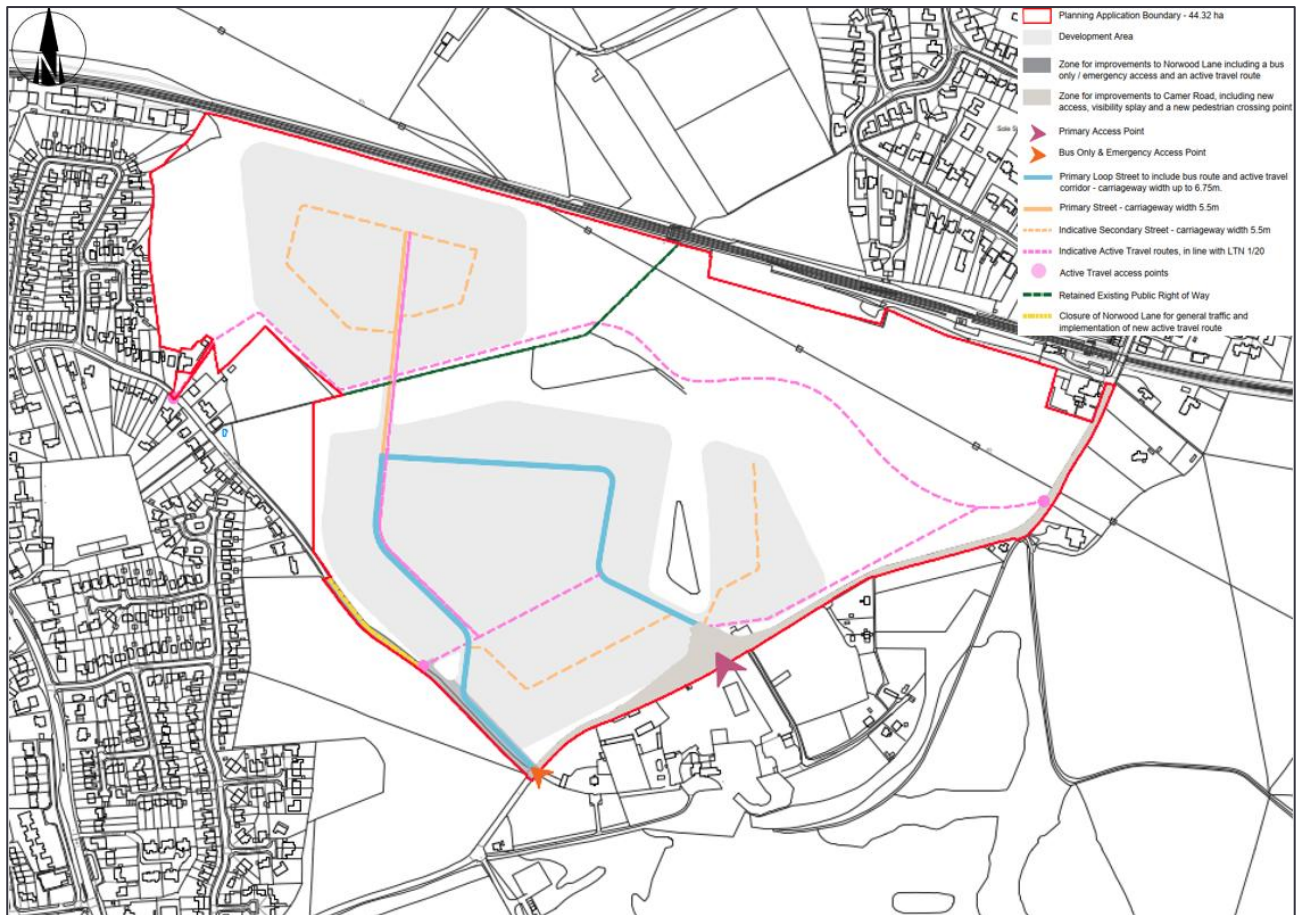
- For shopping, recreation and leisure uses with car parks with up to 50 spaces, one designated disabled space + two spaces of sufficient size but not specifically designated should be provided; and
- A minimum of one motorcycle space + one space for every 20 car parking spaces should be provided.

Provision

For the residential dwellings and non-residential uses, car parking will be provided in line with the prescribed parking standards summarised in **Table 2.1** above, including both standard and disabled spaces.

All parking spaces will be provided within the site boundary and will be accessed via the proposed site access roundabout from Camer Road. The Movement and Access Parameter Plan is provided at **Figure 2.1** overleaf.

Figure 2.1 Movement and Access Parameters Plan



Facilities will be provided to accommodate vehicles dropping off / picking-up children from the primary school in a safe environment which does not interfere with the public highway.

Servicing bays will be provided as required for the commercial uses and primary school to enable deliveries to be undertaken clear of the highway.

3. Site Management

3.1 Introduction

It is proposed that an active and effective parking management strategy would manage the provision and allocation of parking across the uses within the site. This is particularly important given the Transport Vision of the site to encourage sustainable travel over the use of private cars.

At this stage of the development, it is not possible to finalise the methods to be implemented as part of the parking management strategy fully, but consideration has been given to the potential methods of enforcement to be; this is explored further in **Chapter 4**.

3.2 Residential Parking

Car parking for the residential dwellings will be provided in accordance with the KCC parking standards as follows:

- 1-Bedroom Residential Dwellings 1 space per unit
- 2 & 3-Bedroom Residential Dwellings 2 spaces per unit
- 4+ Bedroom Residential Dwellings 3 spaces per unit

The layout of residential car parking will be determined during reserved matters stage to ensure sufficient provision is made for residents and visitors.

Residential parking will be managed and monitored by the appointed Management Company to ensure the spaces are being used correctly.

3.3 Primary School Parking

It is confirmed that, during reserved matters stage, facilities will be provided to accommodate vehicles dropping off / picking-up children from the primary school. Given the outline nature of the application, the number of spaces within the drop-off facility in association with the operation of the primary school is currently not known.

During reserved matter stage, this will be determined based on both the forecast number of primary school trips by car (44% as set out in the accompanying Transport Assessment), as well as the Transport Vision of the site to encourage travel by sustainable modes.

This will consider the trip profile of the primary school during the morning drop-off and afternoon pick-up period to ensure the overall supply of spaces is sufficient to meet demand.

3.4 Local Centre Parking

Currently, the exact commercial uses to be provided within the local centre are not known and, as such, the overall need for parking is also not known. It is anticipated that this would comprise both standard and disabled spaces, with the final numbers to be determined through a parking accumulation exercise.

3.5 Sports Pitches Parking

The sports pitches could be used in a range of manners, including as a standard football match with 22 players plus two referees and some spectators, or split into thirds to allow for multiple games with smaller teams. As such, when determining the parking requirements of the sports pitches, consideration will be given to the peak usage of the pitches when split up whilst reflecting the Transport Vision of the site to encourage sustainable travel.

As the sports pitches will be provided within a mixed-use residential-led development, it is considered that a number of linked trips will occur from residents within the site as well as from the proposed primary school.

3.6 Club House Parking

The club house will be located adjacent to the proposed sports pitches and will enhance the facilities on offer with changing facilities, kitchen and rooms for community uses. As such, when determining the parking demand for the club house, consideration will be given to the number of linked trips which will occur from the sports pitches, proposed primary school and residents living within the site.

3.7 Impact Assessment

A key element of the Full PMP will be to prepare a parking demand forecast and accumulation assessment based upon the final allocations proposed for each land use.

These allocations will be discussed and agreed with operators through the Full PMP to ensure the operations are not negatively affected by these provisions.

4. Monitoring and Review

4.1 Monitoring

Whilst the final method for parking control and monitoring is not yet determined, it is envisaged that a Management Company will manage the use and allocation of spaces across the site.

Car parks associated with the non-residential uses will comprise short-stay car parks and such a system can be utilised to manage users exceeding the final restriction placed on length of stay.

The final system and length of stay / allocation allowances will be provided as part of the Full PMP.

4.2 Review

This PMP will be subject to ongoing monitoring and review. Once the site becomes operational, the management of the parking will be subject to regular review by the appointed Management Company and / or facility providers with regular monitoring reports to be submitted to GBC and KCC. Should there be a need to modify the PMP in response to operational demands or identified issues, these modifications will be discussed and agreed with GBC and KCC prior to formal adoption.

4.3 Evolution of Parking Management Plan

This PMP is an evolving document and will be subject to continual review. It is understood that the Full PMP will be subject to a suitably worded planning condition and will be provided prior to occupation of the proposed development. The applicant or the site operators will be committed to resolving any issues that arise to ensure no adverse parking impacts occur within the site.