

Step 2

Identify the amount of parking

The amount of parking provision in Ebbsfleet should be determined by the level of transport accessibility for that site.

Where sites are highly accessible by public transport, walking and cycling, these modes will be as convenient as using the car, and the need for owning and storing cars is reduced

EDC has mapped the accessibility of the Ebbsfleet area, based on planned road, walking, cycling and public transport networks when the city is fully built out.

The accessibility of each village within Ebbsfleet will evolve over time as transport systems are introduced and enhanced. The guidance sets out a review mechanism that provides flexibility for applicants to take account of the current transport context when making a planning application.

Ebbsfleet's parking requirements have been developed from extensive parking surveys of existing villages in the Ebbsfleet area, assessed against the current availability of public transport and safe and attractive walking and cycling connections in the area.

The requirements provide a robust level of parking that balances the needs of Ebbsfleet's 'pioneering residents' (i.e those living in Ebbsfleet before the full public transport system is available) without undermining the viability of city-wide high frequency public transport, or discouraging the adoption of walking, cycling for shorter journeys. A full explanation of the methodology used to calculate these parking requirements can be found in the annex.

Guidance

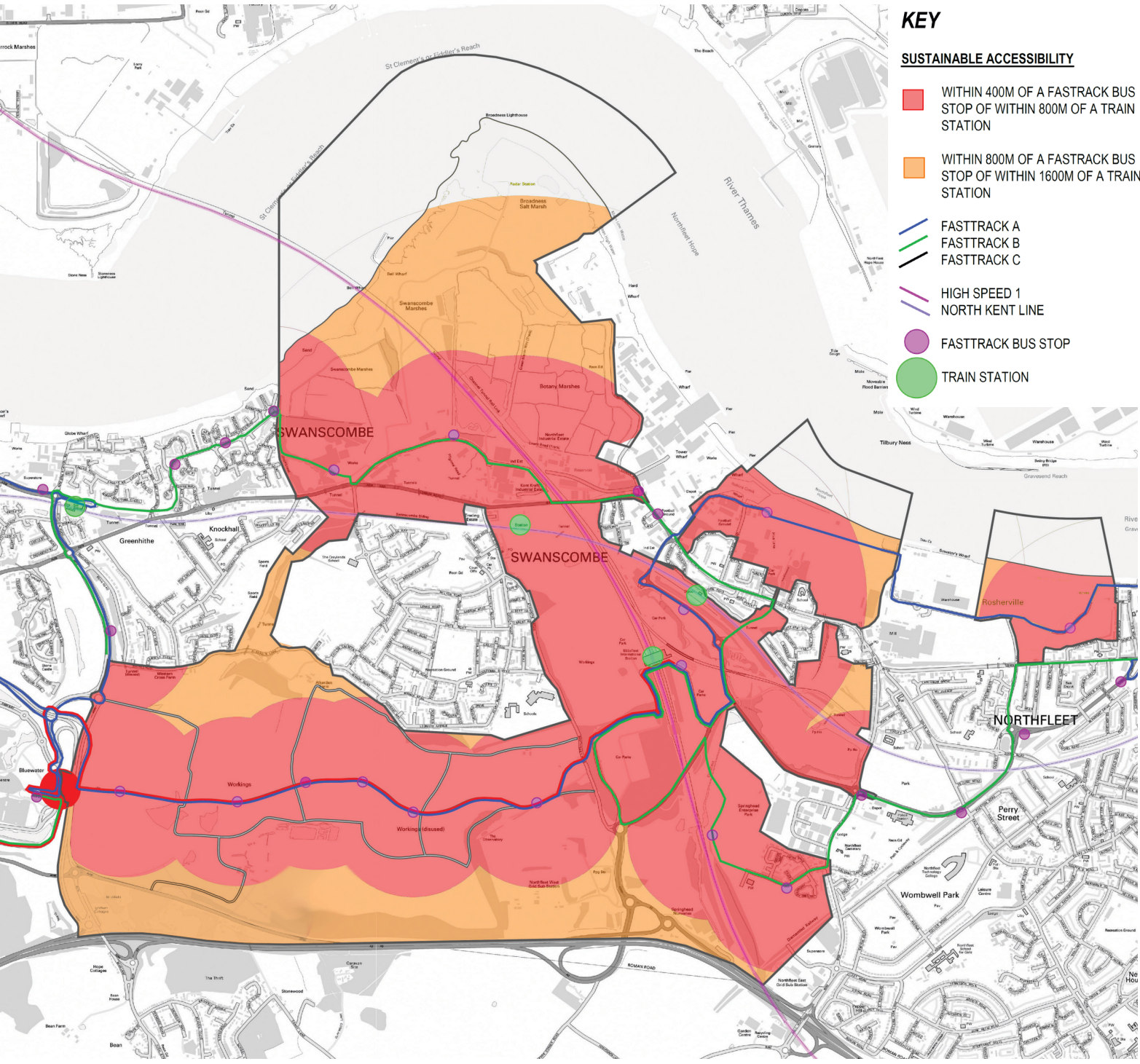
G17 Provide sufficient parking for current levels of car ownership, and balance with the need for flexibility to address changing travel behaviours, emerging technologies and car ownership models in the future.

Applicants should use the Ebbsfleet accessibility map (on right hand side) and the associated tables on page 46 /47 to identify the baseline parking requirements for their site.

The baseline parking requirement sets out the expected level of parking provision taking into account the planned public transport, walking and cycling infrastructure and services.

Applicants should also assess which sustainable travel systems and services will be available when the first stage of their scheme is completed,

The above standards would represent total parking provision for the site. The proportioning of the total parking figure into residential, visitor and van spaces would be through negotiation and agreement with the planning team at EDC. Any adjustment to the baseline parking requirement will need to be agreed with the EDC planning team.



KEY

SUSTAINABLE ACCESSIBILITY

- WITHIN 400M OF A FASTTRACK BUS STOP OF WITHIN 800M OF A TRAIN STATION
- WITHIN 800M OF A FASTTRACK BUS STOP OF WITHIN 1600M OF A TRAIN STATION
- FASTTRACK A
- FASTTRACK B
- FASTTRACK C
- HIGH SPEED 1
- NORTH KENT LINE
- FASTTRACK BUS STOP
- TRAIN STATION

Residential Parking Requirements

The parking standards set out below represent total parking provision, and the proportioning of these into residential, visitor and van spaces would be through negotiation and agreement.

Parking provision in highly accessible areas		
<p>The red areas represent the most accessible locations within EDC, and generally align with the local centres, and public transport corridors.</p>	1-2 Bed Apartments	0 - 0.8
	2 Bed House	0 - 1.05
<p>The exact parking provision would be reached through agreement between developer and EDC taking into account the "accessibility map" the availability of sustainable transport systems and services, and other factors as appropriate.</p>	3 Bed House	0 - 1.2
	4 Bed + House	0 - 1.3

Parking provision in well connected area		
<p>The amber areas are generally aligned with the Fastrack network and represent highly accessible locations within EDC.</p>	1-2 Bed Apartments	0.8 - 1
	2 Bed House	1.05 - 1.5
	3 Bed House	1.2 - 1.8
	4 Bed + House	1.3 - 2.4