



# WILDERNESSE HOUSE: CAR PARKING

<b>DATE:</b>	24 March 2022	<b>CONFIDENTIALITY:</b>	Confidential
<b>SUBJECT:</b>	Car Parking – proposed reduction in quantum		
<b>PROJECT:</b>	Wilderness House	<b>AUTHOR:</b>	T Giles
<b>CHECKED:</b>	A Twyford	<b>APPROVED:</b>	A Twyford

## INTRODUCTION

This Technical Note has been prepared in support of amendments sought to planning permission (ref. 14/01562/OUT) comprising Phases 1&2 of Wilderness House, also referred to as the Housing Environs Plot. The revised development proposals seek to reduce the car parking provision relating to the Housing Environs Plot from the 74 car parking spaces approved in the planning permission, to 68 spaces.

The note sets out to demonstrate that the proposed change in car parking provision will result in no material change to how the development functions, and certainly provide no net increase in traffic movements over and above the consented permission.

## PLANNING HISTORY AND SITE CONTEXT

The development proposals were initially submitted for planning in May 2014 (planning reference no. 14/01562/OUT). The proposals were encompassed over two plots, the Wilderness House/Housing Environs plot, and Sylvan Heritage plot. The proposals sought for the following:

- Wilderness House/Housing Environs Plot
- 31 units
- 74 car parking spaces
- The Sylvan Heritage Plot
- 49 units
- 54 car parking spaces
- Total Combined
- 80 units
- 128 car parking spaces

The development sought for the following development description:

*“Development comprising (a) detailed permission for the demolition of existing buildings and structures and the construction of new/replacement floorspace, extra care accommodation for older people (sui generis use). Conversion of the existing grade II listed Wilderness House to provide extra care accommodation (sui generis use) to comprise extra care units, staff accommodation and communal facilities, including a kitchen, restaurant/bar, a gym and treatment rooms, communal lounge/library and storage facilities. Car parking for up to 128 cars for residents, visitors and staff of the extra care community. The creation of a new vehicular access onto Park Lane and an access driveway. A comprehensive landscape strategy comprising communal and private spaces and gardens for use by residents of the proposed extra care community and the provision of new/replacement storage structure to house plant, maintenance equipment, mobility scooters and cycles and (b) outline permission, with all matters reserved, for the erection of three residential units (class C3).”*

The development proposals, and subsequent development descriptions were amended on 12th Dec 2014 and 6th Feb 2015 following two minor material amendments applications.

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An initial Addendum, dated 8th December 2014, comprised a reduction in the number of units proposed from 49 to 39 in the Sylvan Area as well as a reduction in 10 car parking spaces. The Wilderness House/Housing Environs area of the development proposals remained unchanged, proposing 31 units and 74 car parking spaces.

The second addendum, dated January 2015, proposed to provide a new permanent access onto Park Lane that will serve part of the development, the residential units within the Sylvan area.

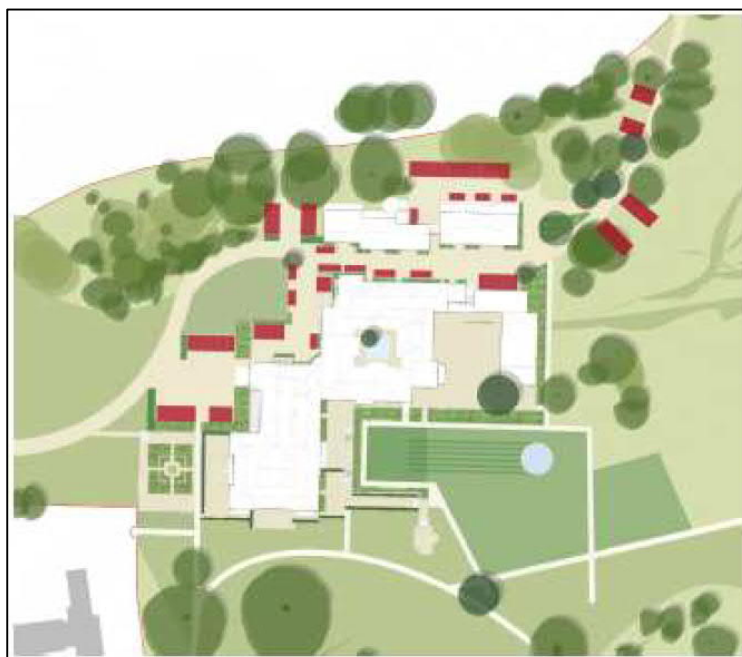
## PROPOSED CAR PARKING AMENDMENTS

### CONSENTED CAR PARKING

The planning permission was granted for 128 car parking spaces, of which 74 spaces related to the Wilderness House site, comprising the main house, and associated mews houses. However, it must be noted the justification for this figure is not provided, and this level of provision is above the Kent car parking standards at the time of submission. It is noted this is the same level of provision that situated at the site in its existing situation, and perhaps this is the reason for this level of provision.

**Figure 1** illustrates the consented car parking arrangement for Wilderness House included in the Transport Statement, produced by Peter Brett Associates, in the planning submission. It must be noted that it is vague, and although swept path analysis was undertaken not much detail was provided in this area.

**Figure 1 – Consented Car Parking Arrangement**



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## PROPOSED CHANGE

The development proposals seek to remove a total of 6 car parking spaces from the consented 74 spaces, resulting in a total provision of 68 spaces.

The areas where spaces would be removed are as follows, with reference to the subsequent plan in **Figure 1** illustrating where the removal corresponds to:

- Three car parking spaces in front of Apartments 9 and 10;
- Reduction of three car parking spaces in front of apartments 11 and 12 to two spaces

In relation to the existing situation in front of apartments 11 and 12, **Figure 2** illustrates the five car parking spaces currently built and operating on the site.

**Figure 2 – Existing Car Parking Arrangement**

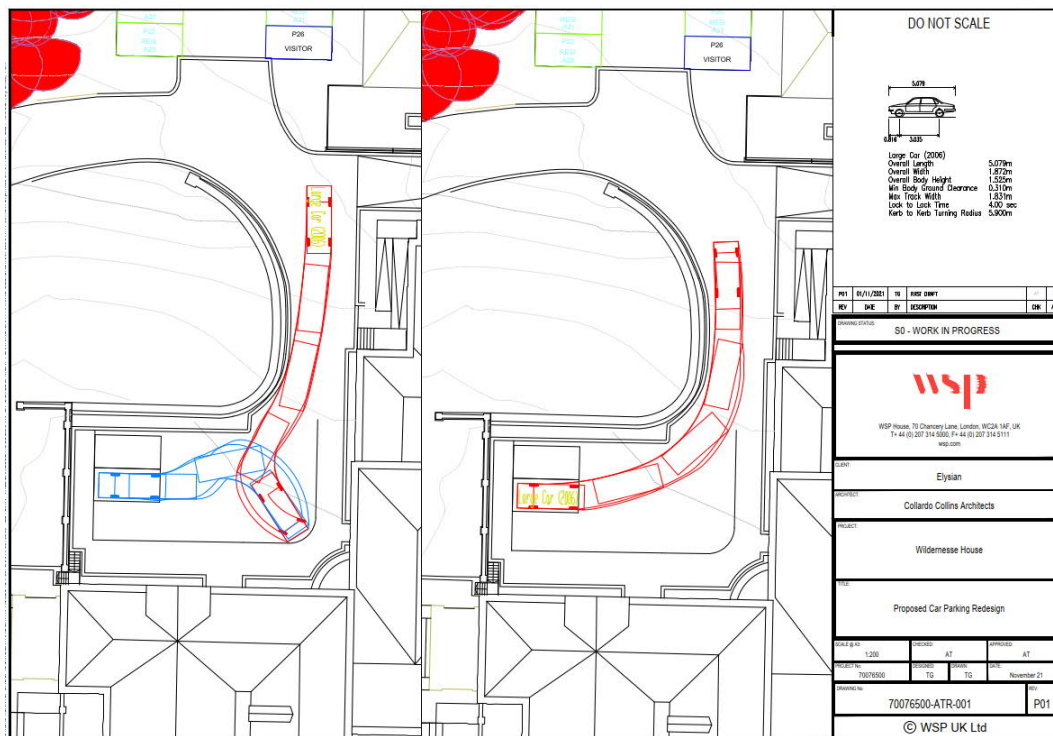


The revised layout is illustrated below in **Figure 3**, where the five existing car parking spaces located adjacent to apartments 11 and 12 would be realigned and converted to two spaces.

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**Figure 3 – Proposed Car Parking Arrangement and tracking**



## JUSTIFICATION AND SUPPORTING CONTEXT

The revised parking arrangements have been proposed to create a better living environment, with the removal of a small number of spaces to create entrance terraces to the apartments that are accessed externally. This would result in several benefits for residents, staff and visitors, namely:

- Increased privacy within their apartments from passers-by;
- Private outdoor space – key post pandemic & desirable from residents' perspective;
- Improved access to front door quality;
- Improved outlook from windows to see planting rather than parking, and
- Reduction in noise as cars are not parked up against kitchen/living room windows.
- More space between building frontages and vehicle areas which will help reduce conflict between vehicles and pedestrians improving safety

The reduced parking provision would in turn actively reduce the number of vehicular trips to the site.

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## PLANNING POLICY

The Kent Car Parking Standards are detailed in the Kent Design Guide Review: Interim Guidance Note 3 – Residential Parking (November 2008), encompassing the below requirements:

- 1 & 2 bed flats – 1 space per unit (Suburban edge/village/rural location)
- 1 & 2 bed houses – 1.5 space per unit (Suburban edge/village/rural location)
- Visitor Parking – 0.2 per unit

As stated previously, the development proposals encompassed 23 apartments and 8 Mews Houses, which were segregated into 3 x one-bedroom units, and 28 x two-bedroom units.

Therefore, revised car parking would be broken down into the following provision:

- 23 apartments = 23 car parking spaces
- 8 mews houses = 12 car parking spaces
- Visitor spaces = 6
- Total Provision Required = 41

As stated these development proposals seek to reduce the car parking from 74 consented to 68 car parking spaces. It can therefore be considered that this provision is more comparable to the Kent policy requirements cited above, whilst the slightly higher provision is justified on the basis that staff will be required to travel to the site with space provided for them, as well as the residents and their visitors.

## SUMMARY AND CONCLUSIONS

The revised development proposals seek to reduce the car parking provision relating to the Housing Environs Plot from the 74 car parking spaces approved in the planning permission, to 68 spaces.

The note demonstrates that the proposed minimal change in car parking provision result in no material change to how the development functions, and certainly no net increase in traffic movements over and above the consented permission.

The proposals will provide the below benefits, whilst in-turn creating a safer environment for staff, visitors and residents when navigating the site due to the reduced parking availability.

- Increased privacy within their apartments from passers-by;
- Private outdoor space – key post pandemic & desirable from residents' perspective;
- Improved access to front door quality;
- Improved outlook from windows to see planting rather than parking, and
- Reduction in noise as cars are not parked up against kitchen/living room windows.
- More space between building frontages and vehicle areas which will help reduce conflict between vehicles and pedestrians, improving safety

It must also be noted that the proposed level of parking will be more comparable to the policy requirements when applying the Kent car parking standards.