

Wards Affected:

All Wards

ITEM 12**CABINET****11 JANUARY 2016****ADOPTION OF THE PARKING STANDARDS SUPPLEMENTARY PLANNING DOCUMENT**

Responsible Cabinet Member: Councillor Legg (Cabinet member for Public Realm)

Report Sponsor: Anna Rose (Service Director Planning and Transport)

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Executive Summary:

The draft Parking Standards Supplementary Planning Document (SPD) was the subject of a public consultation exercise from 12 August to 7 October 2015. This report highlights the key issues arising from the consultation responses and the changes to the SPD that are being proposed as a result. The main options are whether or not to amend the SPD in the light of the consultation responses and then whether or not to adopt the SPD.

The report recommends that the proposed changes are agreed and that the SPD, once amended, is adopted.

1. Recommendation

- 1.1 That the changes to the Parking Standards Supplementary Planning Document in the Consultation Summary and Proposed Changes be agreed.
- 1.2 That the Parking Standards Supplementary Planning Document, once updated to include the changes, be adopted.

2. Issues

- 2.1 A review of the current adopted Parking Standards was commissioned at the end of 2013 with the aim of producing a new comprehensive Parking Standards Supplementary Planning Document (SPD) to cover all planning use classes and other local uses, following engagement with councillors, officers and key stakeholders.
- 2.2 The Parking Standards SPD will be used to provide guidance for applicants and decision makers as to the appropriate amount of car parking necessary to support new development. The SPD also includes guidance for the design and layout of residential car parking, including and updating existing guidance in the Residential Design Guide SPD. This has the benefit of bringing the standards and design guidance into one document.
- 2.3 The SPD, once adopted, will replace the current parking standards which date from 2005, with an update in 2009 for residential standards. The review of the parking standards has been informed by consideration of:
 - the existing parking situation in Milton Keynes;
 - the standards adopted by other local authorities;

- current planning guidance in the National Planning Policy Framework;
 - assessment of car ownership and use in different parts of the authority;
 - consultation with stakeholders.
- 2.4 A stakeholder consultation exercise was undertaken in September 2014 to gather opinions on the existing standards. The draft Parking Standards SPD was then subject to an 8 week public consultation from August to October 2015. During the consultation period a number of meetings and briefings were held with interested parties, including parish councils, the Milton Keynes Transport Partnership Parking Sub Group and a group comprising developers, members of the Development Control Committee and ward councillors. In total, 41 organisations and individuals submitted comments on the draft SPD during the consultation period. The comments, the Council response and any recommended changes to the SPD are set out in the table in the **Annex [\[Link\]](#)**.
- 2.5 As further changes and refinements may need to be made to the final SPD following Cabinet's decision, the final adopted version of the SPD will be agreed in consultation with the Portfolio Holder. A draft version of the revised SPD is, however, being prepared to illustrate how the proposed changes set out in the **Annex** will look in the final SPD. A copy of this draft will be available online at: www.milton-keynes.gov.uk/streets-transport-and-parking/parking/parking-standards before the Cabinet meeting.
- 2.6 The issues that were most frequently raised during the consultation include:
- (a) The relationship between the SPD and the car parking standards for CMK and Campbell Park that are set out in the CMK Business Neighbourhood Plan: as part of the Development Plan, the Business Neighbourhood Plan carries more weight than the SPD. It is therefore proposed to make the relative status of the two documents clear in the SPD and to use the Plan's standards for Zone 1. The SPD breaks down some of the use classes into more detail than is the case in the Plan and in these cases the SPD provides guidance as to the standard that could be sought. The Plan's standards are the maximum number of spaces that a development should provide and this also needs to be made clear in the SPD.
 - (b) Changes to residential parking standards and design guidance, particularly the introduction of a presumption against tandem parking arrangements where two or more parking spaces are not independently accessible: the change was introduced in the draft SPD as a result of concerns that tandem parking is unpopular and often results in a second car being parked on-street. Comments from a range of respondents have raised concerns regarding the impact that the approach to tandem parking could have on urban form, density and capacity of development sites. It is not proposed to change the approach to tandem parking from that in the draft SPD but the effects of the SPD in general and on housing layouts and densities in particular, will be monitored and kept under review.

- (c) Concern at the increased parking requirement for 2 bedroom flats: the 2011 Census demonstrates that flats display lower levels of car ownership than houses, although local experience suggests that 2 bed flats are often occupied by two people each of whom has a car. It is proposed therefore that standards specifically for 2 bed flats should be provided which reduce slightly that shown in the draft SPD.
- (d) A considerable number of comments were also received on the inclusion of a footnote in the draft SPD suggesting that in certain circumstances a non-residential parking bay width minimum of 2.3 metres might be acceptable. The inclusion of this note was linked to separate proposals for the reconfiguration of bays in Central Milton Keynes and it is now proposed to delete the Footnote.

3. Options

3.1 The options available are whether or not to agree to the changes to the SPD arising from the consultation and whether or not to then adopt the SPD.

- (a) Option 1: agree to make the proposed changes to the SPD and then adopt it. The proposed changes are considered to improve the clarity and effectiveness of the SPD, benefitting both applicants and decision makers. The existing standards, dating from 2005 and 2009 are in need of review. The adoption of the new SPD will provide an up to date set of parking standards. This is the recommended option.
- (b) Option 2: do not make any changes to the SPD, but still adopt it. The changes proposed in this report arise from valuable comments made by those responding to the consultation exercise and, as noted in Option 1 above, improve the clarity and quality of guidance in the document. To adopt the SPD without those changes would result in a less effective document and could lead to some criticism as to the value that the local authority places on meaningful consultation. This option is not recommended.
- (c) Option 3: do not make changes to the SPD and do not adopt it. Not adopting the SPD would leave the local planning authority relying on the old and dated Parking Standards SPGs from 2005 and 2009. This would not benefit decision making. This option is not recommended.

4. Implications

4.1 Policy

The adopted Core Strategy includes appropriate parking standards for new development and in regeneration areas as one of the ways in which Policy CS11 (A Well Connected Milton Keynes) will be delivered. If adopted, the new Parking Standards SPD will replace the old 2005 Parking Standards and the 2009 Addendum.

4.2 Resources and Risk

The preparation and adoption of the SPD has been undertaken from within existing resources.

N	Capital	N	Revenue	N	Accommodation
N	IT	N	Medium Term Plan	N	Asset Management

4.3 Carbon and Energy Management

The Parking Standards SPD is aligned to the Council's Local Transport Plan 3 and seeks to strike an appropriate balance between ensuring that adequate car parking is provided to meet the needs of new developments whilst still encouraging the use of alternative modes of transport, including walking, cycling and public transport. To that end, standards for cycle parking at non-residential development are included and the SPD introduces standards for parking spaces and seeks charging points for electric vehicles.

4.4 Legal

The Town and Country Planning (Local Planning) (England) Regulations 2012 set out the statutory requirements for the consultation and adoption of Supplementary Planning Documents (SPDs).

Once adopted in line with statutory requirements, the SPD will be a material consideration for the determination of planning applications.

The measures for community involvement relating to the SPD conform to statutory requirements and the MKC Statement of Community Involvement.

4.5 Other Implications

E-Government: The SPD will be made available on the council website.

Stakeholders: Consultation has taken place with a wide range of stakeholders in accordance with statutory requirements and the MKC Statement of Community Involvement.

N	Equalities/Diversity	N	Sustainability	N	Human Rights
Y	E-Government	Y	Stakeholders	N	Crime and Disorder

Annex: Consultation Responses and Proposed Changes to the Draft Parking Standards SPD [\[Link\]](#)

Background Papers:

- Current adopted Parking Standards, see: <http://www.milton-keynes.gov.uk/streets-transport-and-parking/parking/parking-standards>
- Consultation Draft Parking Standards SPD, August 2015, see - <http://www.milton-keynes.gov.uk/streets-transport-and-parking/parking/parking-standards>
- Draft Background Evidence document for the SPD, July 2014
- Draft version of final SPD incorporating recommended changes, available from 4 January 2016 at: <http://www.milton-keynes.gov.uk/streets-transport-and-parking/parking/parking-standards>