

Delegated Decision report



31 January 2023

ADOPTION OF PARKING STANDARDS SUPPLEMENTARY PLANNING DOCUMENT

Name of Cabinet Member	Councillor Pete Marland (Leader of the Council)
Report sponsor	Paul Thomas Director - Planning and Placemaking
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Exempt / confidential / not for publication	No
Council Plan reference	Action on Climate Change
Wards affected	All wards

Executive Summary

This decision is in two main parts. First, to adopt a Parking Standards Supplementary Planning Document (SPD) to provide complementary guidance to Policies CT6 and CT10 in Plan:MK (2019). This will support our Council Plan objectives to deliver a sustainable transport network in Milton Keynes. The document is based on a robust evidence prepared by MKCC (Milton Keynes City Council) officers, transport consultants ARUP and Project Centre. The SPD and supporting documents are available at Annexes A-C to this report. Second, to revoke the existing Parking Standards SPD (adopted in 2016) which the new SPD has been written to replace.

1. Decisions to be Made

- 1.1 That the response to the consultation on the Draft Parking Standards Supplementary Planning Document and the changes set out in the Consultation Statement (attached at **Annex C** to the report), be noted.
- 1.2 That the Parking Standards Supplementary Planning Document (attached at **Annex A** to the report), be adopted.

- 1.3 That, in accordance with Regulation 15 (2) of the Town and Country Planning (Local Planning) (England) Regulations 2012, that the existing Parking Standards Supplementary Planning Document be revoked.
- 1.4 That authority be delegated to the Director - Planning and Placemaking to make minor corrections and editorial / formatting changes to the Parking Standards Supplementary Planning Document prior to publication.

2. Why is the Decision Needed?

- 2.1 This SPD will provide updated guidance on how Policies CT6 and CT10 in Plan:MK are to be interpreted and, once adopted, will be a material consideration in the determination of relevant planning applications. It is based on a robust evidence base, which was produced by ARUP and Project Centre, and helps provide greater clarity to developers bringing forward proposals. In particular, the revised SPD has been written to be compatible with recent updates to the Town and Country Planning (Use Classes) Order 1987 (as amended) that came into effect on 1 September 2020. This combined a range of previous commercial uses (e.g., retail, offices, and indoor sports and leisure) into a single use class.
- 2.2 The content of the Draft SPD was considered by the Planning Cabinet Advisory Group and feedback taken into account. Public consultation was then carried out in accordance with The Town and Country Planning (Local Planning) (England) Regulations 2012. The consultation ran for an eight week period between 10 August 2022 and 5 October 2022. The SPD is also listed in our Local Development Scheme as an SPD that will be prepared over the period 2022/2024.
- 2.3 The draft SPD contains updates to, or revised/additional guidance on, the following:
 - The maps defining accessibility zones for different areas across Milton Keynes.
 - Vehicle parking standards for Houses in Multiple Occupation.
 - Vehicle parking standards for Build to Rent developments.
 - Electric vehicle and cycle parking standards.
 - Guidance on disabled parking space dimensions and provision.
 - Guidance regarding car club provision and electric vehicle charging points.
 - References to national design guidance in the National Design Guide and National Model Design Code, and other best practice guidance.
 - Amendments to ensure the parking standards are compatible with changes to The Town and Country Planning (Use Classes) Order 1987 (as amended).

- Additional aspects of the standards following comments on the Draft SPD during public consultation. See Annex C for a summary of these comments and our responses to them.

2.4 Furthermore, completion and implementation of the SPD will support the objectives of our Mobility Strategy 2018/2036, including modal shift targets for 2050. It will also support achieving the fifth key priority in the Council Plan 2021: “Action on climate change”.

3. Implications of the Decision

Financial	Y	Human rights, equalities, diversity	Y
Legal	Y	Policies or Council Plan	Y
Communication	Y	Procurement	N
Energy Efficiency	N	Workforce	N

(a) Financial Implications

During preparation of the SPD, we have been mindful that it should not adversely affect the viability of new development. Therefore, unless there is appropriate justification for doing so, we have not introduced greater vehicle parking space requirements in any areas within Milton Keynes.

With respect to general guidance on SPD preparation, the National Planning Policy Framework and Planning Practice Guidance is specific that SPDs should only provide further detail to the policy requirements (including S106 contributions where necessary) in the development plan. We have written the SPD in line with this principle.

For instance, the SPD includes further guidance about how we may secure financial contributions in relation to car club initiatives. These may be provided, in accordance with Policy CT10(A) of Plan:MK, as a mitigating measure in instances where new developments would not meet the parking standards. In conclusion, it is not considered that the SPD would have any adverse financial implications.

(b) Legal Implications

The Town and Country Planning (Local Planning) (England) Regulations 2012 set out the statutory requirements for the preparation and adoption of Supplementary Planning Documents. In accordance with section 14 of the Regulations, if adopted, we will make a copy of the SPD and an adoption statement available on our website, at Civic Offices, and in local libraries. We will also send a copy of the adoption statement to any person who has asked to be notified of the adoption of the SPD.

In relation to section 19(3) of the Planning and Compulsory Purchase Act 2004, we have prepared the SPD in accordance with our Statement of Community Involvement (SCI) (which sets out our policy for consulting and engaging with individuals, communities, and other stakeholders).

If adopted, in line with statutory requirements, the SPD will be a material consideration in the determination of relevant planning applications. Implementation of the SPD may also reduce the likelihood of 'appeal' challenges from developers under Section 78 of the Town and Country Planning Act 1990 (as amended), by increasing certainty regarding how Policies CT6 and CT10 should be interpreted, and the information required when assessing a planning application.

(c) Communication Implications

Our Statement of Community Involvement (SCI) 2020 sets out how we will process comments received during public consultation. In line with the SCI, we have summarised and responded to all comments received, both from external and internal parties. See Annex C for details of these.

If adopted, in line with the Town and Country Planning (Local Planning) (England) Regulations 2012, copies of the SPD will be made available for public inspection at the Civic Offices, as our principal office. This would involve residents being able to view documents in Civic Offices by appointment only. However, documents will be available for inspection in libraries, including Central Library, without the requirement to make an appointment. The SPD and supporting documents will also be available on our website.

(d) Human Rights, Equalities and Diversity Implications

In line with the Public Sector Equality Duty and Equality Act 2010, we have carried out an Equalities Impact Assessment to assess the impact of the SPD on people with protected characteristics. This follows consideration of the impact of the SPD on people with protected characteristics, including those with disabilities, throughout the SPD's preparation.

Key factors when designing parking provision are to consider its impact on people's ability to:

- i) move around and access the site/building/facility it serves; and
- ii) access/accommodate whichever transport mode they use.

There is potential, therefore, that poorly designed parking, by infringing on either or both factors, may adversely affect the mobility of people with disabilities - a protected characteristic. By including accessible vehicle, cycle, and EV (Electric Vehicle) parking standards that reflect best practice guidance, we have ensured that the SPD will have positive benefits for people with disabilities. Accordingly, the Equalities Impact Assessment concludes that the SPD would not discriminate and/or adversely affect people with protected characteristics. Please refer to the full Equalities Impact Assessment (attached at **Annex B** to the report) for more information.

(e) Policies or Council Plan Implications

The SPD reflects current national and local planning policies, such as Paragraph 107 of the National Planning Policy Framework (2021), which outlines the factors that should be considered when setting new local parking standards. It will replace our existing 2016 Parking Standards SPD which was adopted prior to Plan:MK. Moreover, the 2016 SPD does not reflect more recent national and best practice guidance such as the *National Design Guide*, *National Model Design Code*, *Inclusive Mobility: making transport accessible for passengers and pedestrians*, *BS (British Standards) 8300*, *PAS (Publicly Available Specification) 1899*, and *Cycle Infrastructure Design (LTN 1/20)*.

When adopted, the new SPD will support the implementation of Policies CT6 and CT10 in Plan:MK. Additional guidance relating to car clubs and electric vehicle parking provision, identifying areas that have should have lower parking standards due to better public transport accessibility, supporting the modal shift, mobility and carbon reduction objectives outlined in Plan:MK, our Mobility Strategy 2018-2036, and the fifth key priority of the Council Plan 2022-2026: Action on Climate Change.

4. Alternatives

- 4.1 Do Nothing - the do nothing option is not considered appropriate as our existing 2016 Parking Standards SPD does not reflect current national and local planning policy, or the latest evidence regarding parking provision, particularly for people with disabilities.

5. Timetable for Implementation

- 5.1 Subject to the decision being taken and a 10-day call-in period, the SPD (attached at **Annex A** to the report) and supporting documents will be finalised and published on our website, and copies and the adoption statement distributed as described in Section 3 b).

List of Annexes

- Annex A Parking Standards Supplementary Planning Document
<https://we.tl/t-hgJwu3oaiP>
- Annex B Equalities Impact Assessment
- Annex C Parking Standards SPD Consultation Statement

List of Background Papers

- [Milton Keynes Council Zero-emission Vehicle Operations Technology Overview](#)
- [Parking Standards Evidence Report](#)
- [Topic Paper: Car Clubs and Reducing Car Ownership](#)