Planning and Transport

MILTON KEYNES COUNCIL

Parking Standards

Supplementary Planning Document

January 2016

www.milton-keynes.gov.uk/parking-standards

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1. INTRODUCTION

Introduction

1.1 This document sets out the development-related parking standards for Milton Keynes. These standards include requirements for cycles and powered two wheelers. Guidance for the provision of parking for people with disabilities is also included.

1.2 This Supplementary Planning Document (SPD) was adopted on 11th January 2016. This document should be read together with policies detailed below.

1.3 These standards replace those adopted in January 2005 and the residential parking addendum dated April 2009. For Central Milton Keynes (CMK) and Campbell Park (Zone 1 in the SPD), the parking standards are set out in Table 3 and Policy CMKAP T4 of the CMK Business Neighbourhood Plan. For ease of reference, the Plan's parking standards and accompanying policy are reproduced in Appendix C of this SPD. It should be noted that the Business Neighbourhood Plan's standards represent the maximum number of parking spaces that should be provided.

1.4 Table 1 of this SPD includes a set of parking standards for Zone 1 which reflect the results of the work done on the review of the parking standards for Milton Keynes. The Zone 1 standards provide guidance for use classes on which the Business Neighbourhood Plan is silent, and would be applicable to other locations were they to be redesignated as Zone 1.

1.5 This document also incorporates an update of relevant aspects of Milton Keynes Council's New Residential Development Design Guide (2012) Supplementary Planning Document (SPD) in order to provide a single source of information to inform parking provision in Milton Keynes. Whilst the New Residential Development Design Guide will remain valid, elements relating to parking have been superseded by this document. Where there are discrepancies, it is this Parking Standards SPD which will form the basis for determining planning applications from a parking perspective.

Relationship with Local and National Policy

1.6 National planning policy is provided by the National Planning Policy Framework (NPPF) (2012) whilst guidance is provided by National Planning Practice Guidance (NPPG). Paragraph 39 of the NPPF sets out the Government's approach to car parking standards stating that in setting local standards, local planning authorities should take into account the accessibility of a site, the type and mix of the proposed development, local car ownership levels and a need to reduce the use of high-emission vehicles.

1.7 Following publication of a Written Statement in March 2015, the Government has amended the NPPF and the following guidance must be read alongside it. "Local planning authorities should only impose local parking standards for residential and non-residential developments where there is clear and compelling justification that it is necessary to manage their local road network." These revised standards accord with this guidance. Developments are expected to meet the standards in this SPD but proposals will be considered on their merits having regard to local circumstances and the needs of the specific development.

1.8 At the time of adoption, local policy is provided by the Development Plan, comprising the 4 Neighbourhood Plans covering CMK, Woburn Sands, Wolverton Town Centre and the Lakes Estate); the Core Strategy (2013) and the remaining saved policies in the Milton Keynes Local Plan (2005). The Core Strategy provides strategic planning policies while more detailed policies are then provided by the, Neighbourhood Plans, the Local Plan and Supplementary Planning Documents.

1.9 Relevant policies included in the Core Strategy include CS10 and CS11 which seek to encourage neighbourhood design which promotes and allows the use of non-car modes of transport whilst recognising that parking standards should be appropriate to cater for projected levels of car ownership.

Relationship of SPD to existing Planning Consents, Briefs and Design Codes

1.10 Extant planning permissions and reserved matters approved prior to the adoption of this SPD, can be implemented as approved. The council would however always entertain re-submitted applications that accord more closely with the principles and guidance contained within this new SPD.

1.11 For some sites, planning permission has been granted subject to legal agreements and planning conditions which require developers to submit future reserved matters applications in accordance with approved pre-existing design codes. Where applications for reserved matters come forward in these areas, the Council will expect developers to follow the requirement of those pre-existing design codes but acknowledge that in submitting reserved matters applications, they may wish to incorporate the principles and guidance contained in this new SPD. Where the reserved matters application is supportive of the content of the SPD, the Council will not refuse the application solely on the basis that it varies from any of the pre-existing approved design codes, especially when the application is seeking to incorporate the principles contained in this SPD.

1.12 Planning Applications, Reserved Matters Applications (not linked to a legal agreement or conditional upon adherence to a design code) and other forms of design guidance (e.g. design codes) submitted after the adoption of this SPD will need to have been prepared, wherever possible and/or appropriate, in accordance with the content of this SPD. All planning applications and other forms of design guidance submitted after the adoption of this SPD will be considered against the content of this SPD.

1.13 The above does not negate the need for formal consents or variations to existing legal agreements.

The Development of these Standards

1.14 In order to inform these revised standards, the Council has undertaken a wide ranging review which has included the following:

- Consideration of existing parking situation in Milton Keynes, including the likely impact of existing and recent car parking standards;
- Consideration of the standards adopted by other local authorities with similar characteristics to Milton Keynes;
- Consideration of current planning guidance issued by the Department for Communities and Local Government (DCLG) and the compliance of the existing standards with these policies;
- Assessment of car ownership and use levels in different parts of the authority.
- Assessment of the availability of public transport within the authority and opportunities for residents to travel to employment and services without the use of a car;

1.15 In addition, a stakeholder consultation exercise was undertaken in September 2014 to gather opinions on the existing standards. The draft standards were then revised and an 8 week public consultation was then held from August to October 2015.

Milton Keynes Context

1.16 The design of the new city of Milton Keynes has resulted in a low-density environment that tends to favour travel by car. Use of walking, cycling and public transport is low, partly due to the large amount of parking at destinations. Car ownership in Milton Keynes is higher than the national average. These standards therefore need to reflect the Council's aspirations for sustainable travel, as is consistent with the objectives of its Local Transport Plan (LTP), at the same time as catering adequately for the car, particularly in residential areas.

Approach of these Standards

1.17 It is widely recognised that the availability of car parking has a major influence on the means of transport people choose for their journeys. It is therefore essential to try and get the balance right, to encourage the shared use of parking where appropriate and not to create perverse incentives for development to locate away from urban centres. This guidance recognises that Milton Keynes is an authority of contrasts, which produces varying

demand for travel, car use, and its resultant parking requirements. It would therefore be inappropriate to apply a single standard across the entire authority and a zone-based approach will therefore be continued.

1.18 The outcome of the review is that the basis of the existing geographical zones remains valid, though it has been recognised that updates to certain standards are required.

1.19 In line with paragraph 10 of the NPPF, it is also acknowledged there is a need to reflect local circumstances,context and requirements of individual developments when assessing applications. Additionally, paragraph 153 of the NPPF advises that supplementary planning documents should be used to aid applicants make successful applications and should not add unnecessarily to the financial burdens on development.

1.20 However, where an applicant chooses to provide more or less parking than the standard, this would need to be subject to a rigorous assessment. It should be clear that flexibility under certain circumstances is not a licence for providing significantly more or significantly less parking provision than indicated within this document. It does however allow a degree of flexibility for locations where a departure from the standard may be warranted but may otherwise be prevented by the application of a geographical standard in an arbitrary manner.

1.21 In cases where a proposal departs from the parking standards, Transport Statements and Assessments would be expected to include the following items:

- Surveys of parking capacity and occupancy levels on surrounding streets and parking areas;
- Consideration of likely trip generation and parking accumulations for the proposed development evidenced as appropriate;
- Details of how the parking will be managed and how that will mitigate any under or over-provision;

1.22 The above is by no means intended as an exhaustive list and in cases where an applicant is considering a departure from the standards, the Council would encourage them to discuss this with its Transport Development Control officers in the first instance.

1.23 In addition, a Travel Plan detailing appropriate measures will be put in place to encourage sustainable travel and future improvements in public transport networks, particularly the provision of high frequency bus routes.

1.24 The Council will subsequently condition and enforce this as appropriate through the planning process. Measures may include, for example, a car club and membership for a specified period, sustainable travel vouchers, and welcome packs, although the final package of measures should be tailored to the development and site in question.

1.25 Such an approach is consistent with the NPPF.

1.26 It is considered that these parking standards very much accord with the NPPF approach in its recommendation for flexibility and application according to local circumstances.

1.27 Nevertheless, in order to meet the aims of the Council's Local Transport Plan, it would be inappropriate to allow excessive parking beyond the standards indicated as this is likely to lead to increased car use and therefore work contrary to the promotion of sustainable modes. Where the need for additional parking beyond the standard has not been justified and/or the Council deem that it will have a significant impact on sustainable travel, land use or town centre retail and employment, it will not be accepted.

1.28 Conversely, reductions in parking must take into account local circumstances and the requirements of individual developments. Mixed use leisure / retail sites for example may justify a reduction in parking than would be the case if the standards for individual uses are aggregated. This would reflect a certain amount of trip linking, though account would need to be taken of the longer duration of stay compared to that for a single use. Where mixed use developments also include an element of residential development, there may also be potential for sharing of spaces as demand for different uses can peak at different times.

1.29 Contributions towards the provision of high quality public transport will be expected to complement any agreed reduction in parking provision. Contributions to improve walking and cycling will be sought at all locations. Where a reduction in parking below the standard is likely to transfer parking to other locations, development would be considered unacceptable unless it can be demonstrated that those other locations have a clear surplus of parking space.

The Zones

1.30 As mentioned above, these standards continue the previously adopted zonal approach.

1.31 In determining the parking standard, the underlying principle was that areas, which already or potentially have a high level access to facilities and typically lower car ownership would normally be expected to adopt more rigorous parking standards.

1.32 The Council has identified four zones as follows:

Zone 1

- Central Milton Keynes and Campbell Park

Zone 2

- The district centres of Westcroft and Kingston, the MK1/Stadium MK area and the older town centres of Woburn Sands, Fenny Stratford, Bletchley, Stony Stratford, Wolverton, Newport Pagnell and Olney.

Zone 3

- The remaining areas of the city not identified in Zones 1 and 2, and the rural towns of Newport Pagnell, Olney and Woburn Sands. The rural towns are defined by their settlement boundaries.

Zone 4

- The rest of the Milton Keynes Council area, which is largely the rural areas.

1.33 As stated in paragraphs 1.3 and 1.4 above, the parking standards for CMK and Campbell Park are those in the CMK Business Neighbourhood Plan. Policy CMKAP T4 in the Business Neighbourhood Plan states that the standards are the maximum number of parking spaces to be provided by new development. A copy of the Business Neighbourhood Plan Policy CMKAP T4 and the parking standards Table 3 are included at Appendix C to this SPD.

1.34 The Zone 1 standards provide guidance for use classes on which the CMK Business Neighbourhood Plan is silent, and would be applicable to other locations were they to be re-designated as Zone 1.

1.35 Zone 1 has the highest level of access to facilities and consequently the lowest parking levels (more restraint).

1.36 Zones 3 and 4 have higher parking levels (less restraint).

1.37 Plans of the zones are provided within Appendix A.

2. VEHICLE PARKING STANDARDS

Introduction

2.1 Tables 1 and 2 show the Council's car parking standard for each of the main land uses.

2.2 These should be applied with the guidance outlined in the previous section and the design guidance provided in Section 4 and Section 5 in mind.

Parking for Electric Vehicles

2.3 Supporting the uptake of alternative fuel vehicles is a key policy aim of the Council and consistent with its participation in flagship schemes such as the Government's 'Plugged in Places' initiative. The Council has recently submitted a funding bid to the OLEV Go Ultra Low City Scheme with the intention of dramatically increasing the numbers of ultra-low emissions vehicles on the city's roads. Measures in the bid include the Milton Keynes Promise that will guarantee the provision of a charge post near to the homes of owners who do not have off-street parking. The Promise will initially see delivery of 200 night time charging points and work is underway to find a suitable charging post design.

2.4 Table 4 in Section 7 of this SPD sets out parking standards for electric vehicles in non-residential developments. In order to ensure that all new developments are equipped with the infrastructure required by the growing number of electric vehicles and the Council's aspirations for future electric vehicle ownership, all developments will be expected to provide charging points at a percentage of the full standard. Numbers in excess of this and/or passive provision, such as ducting and underground servicing which allows additional charging points to be easily installed in future, would be welcomed.

2.5 Please note, that electric vehicle parking will typically be counted as part of the standards provided in Table 1 and not in addition to. It is acknowledged that many current owners of electric vehicles will choose to have two vehicles to provide for different journey types. However, this will become less necessary as technology develops whilst the standards outlined already allow for the ownership of multiple vehicles by residents.

2.6 Where appropriate, details of how electric vehicle parking will be allocated and managed should be included within Transport Assessments.

Parking for People with Disabilities

2.7 It is important that parking at new developments is accessible for blue badge holders. Section 6 of this SPD includes the Council's preferred layout for compliant parking spaces together with guidance on location.

2.8 In accordance with Government guidelines[1], new developments will be expected to ensure that 5% of provision for employment use classes (B) and 6% for all other non-residential use classes is suitable for blue badge holders (with exception to use classes 3 and 4.

2.9 In appropriate developments and locations it may be appropriate to consider the need for provision of secure and covered parking for mobility scooters.

Parking for Powered Two Wheelers

2.10 Powered two wheelers (i.e. motorcycles, mopeds etc.) have reduced land space and road space requirements when compared to other motor vehicles as well as lower fuel consumption. As such, in accordance with the Council's Local Transport Plan, these parking standards support the introduction of parking for powered two wheelers as part of new developments.

2.11 The Council's current Local Transport Plan does not establish an overall mode share target for powered two wheelers or indeed for other modes; however, parking at a percentage of the full standard provided for cars (and minimum of one) covers current use levels and allows for the growth encouraged through the LTP. It also compares favourably with the standards adopted by other comparable authorities and is consistent with guidance issued by the Institute of Highway Engineers[2].

1 Inclusive Mobility (Department for Transport, 2005)

2 Guidlines for Motorcycling (Institute of Highway Engineers (IHF), 2014)

2.12 It may be appropriate however for higher levels of provision at uses where the use of powered two wheelers can reasonably be expected to be higher than other uses, for example colleges. Such a need will be assessed through consideration of trip generation forecasts submitted by an applicant.

2.13 Where possible, parking should allow powered two wheelers to be secured and preferably be covered. Similarly, facilities for the storage of helmets and other equipment should be considered. Further guidance in this respect is provided in Section 6.

Parking for Goods Vehicles

2.14 Certain uses will be frequently serviced by larger vehicles including Heavy Goods Vehicles (HGVs). Where this is the case, parking / loading / standing areas should be provided. Given the range of development this could include, each application will be assessed on its own merits. Guideline figures are however provided within the following tables for Business (B1), General Industrial (B2) and Storage and Distribution (B8).

2.15 Where appropriate, it will be necessary to demonstrate through Transport Statements / Transport Assessments or separate Delivery and Servicing Management Plans how goods vehicles will be managed as part of the proposed development, where these vehicles enter a site they will be expected to enter and leave in forward gear.

Drop off and Loading Areas

2.16 Parking for coaches to set passengers down and pick them up will be considered appropriate and necessary for certain uses and developments, most notably those which are leisure related. However, this requirement will be reasonably unique to each site and therefore will be considered on a case by case basis.

How to use the Tables

2.17 When applying the standards contained within this document, please note:

- With the exception of the parking standards for CMK and Campbell Park in the CMK Business Neighbourhood Plan (reproduced in Appendix C), the parking standards show the number of spaces that developments should provide. The CMK Business Neighbourhood Plan standards show the maximum number of spaces that should be provided.
- All parking levels relate to gross external floor area;
- FTE refers to Full Time Equivalent Employee;
- Provision for uses marked "individual assessment" will require their own justification and completion of the assessments/ implementation of strategies referred to in Section 1.4;
- Levels of parking per member of staff (full time equivalent) should be calculated using the average of those employed on site at any one time;
- Where it is calculated that part of a space is required, this should be rounded up.

Table 1 - Vehicle parking standards

Use Class	Accessibility Zone			
	Zone 1 Note: for CMK and Campbell Park the parking standards in the CMK Business Neighbourhood Plan apply (see Appendix C)	**Zone 2**	**Zone 3**	**Zone 4**
	For developments falling within the A use classes, provision of parking for goods vehicles will be considered at the design stage and each case will be considered on its merits. For all relevant uses, parking for coaches will also be assessed on a case by case basis.			
A1- Shops (m2) Food	1 per 46 m^2	1 per 23 m^2	1 per 14 m^2	1 per 14 m^2
Non-food	1 per 66 m^2	1 per 33 m^2	1 per 20 m^2	1 per 20 m^2
A2- Financial and Professional Services	1 per 66 m^2	1 per 33 m^2	1 per 20 m^2	1 per 20 m^2
	For larger developments falling within the A3, A4, A5 use classes, applicants should discuss parking requirements with Highways Development Management officers at an early stage.			
A3- Restaurants and Cafes (dining area m2)	1 per 33 m^2	1 per 3 m^2	1 per 2 m^2	1 per 2 m^2
A4- Drinking Establishments (bar area m2)	1 per 33 m^2	1 per 2 m^2	1 per 1.5 m^2	1 per 1.5 m^2
A5- Hot Food Takeaways (public area m2)	1 per 33 m^2	1 per 2 m^2	1 per 2.5 m^2	1 per 2.5 m^2
B1-Business (a) Offices (b) Research per Development (c) Light Industry	1 per 50 m^2	1 per 50 m^2	1 per 30 m^2	1 per 30 m^2
	B1(a) (b) and (c) units over 300 m2 expected to provide one HGV space per 500 m2 or a minimum of one.			
B2 – General Industrial (m2)	Not appropriate in this location	1 per 100 m^2 + office element as per B1 + 1.0 HGV per 300 m2 or min 1	1 per 60 + office element as per B1 + 1.0 HGV per 300 m^2 or min 1	1 per 60 + office element as per B1 + 1.0 HGV per 300 m^2 or min 1
B8 - Storage and Distribution (m^2)	Not appropriate in this location	1 per 166 m^2 + office element as per B1 + 1.0 HGV per 300 m^2 or min 1	1 per 100 m^2 + office element as per B1 + 1.0 HGV per 300 m^2 or min 1	1 per 100 m^2 + office element as per B1 + 1.0 HGV per 300 m^2 or min 1

Table 1 - continued

Use Class	Accessibility Zone			
	Zone 1 Note: for CMK and Campbell Park the parking standards in the CMK Business Neighbourhood Plan apply (see Appendix C)	**Zone 2**	**Zone 3**	**Zone 4**
C1 - Hotels and hostels	1 per 3 bedrooms + A3 + D2	1 per 2 bedrooms + A3 + D2	1 per 2 bedrooms + A3 + D2	1 per 1 bedroom + A3 + D2
C2 - Residential Institutions Care Homes	1 per 6 bedspaces or most appropriate D1 standard	Assessed on a case by case basis subject to forecast number of car owning residents which will be based on the level of care offered. Institutions marketed to able bodied people (e.g. over 60s) will be expected to provide parking at a rate of 1/8 bedrooms in Zones 1-2 and 1/4 in Zones 3-4. All institutions should provide visitor parking at a rate of 1/6 bedrooms in Zones 1-2 and 1/4 bedrooms in Zones 3-4 and one for every resident warden.		
C2A - Secure residential Institutions	Owing to the different types of institution which could fall into this category and the potential differences between new-builds and extensions, development will be considered case by case.			
Student Accommodation halls of residence	1 per 3 staff	1 per 6 students where linked to Travel Plan measures + 1 per 2 staff	Assessed on merit – central locations easily accessible to University Campus MK likely to be more sustainable in encouraging sustainable travel 1/4 students + 1 per staff	Not suitable in this location.
C2 - Hospital (in patients)	1 per 6 FTE staff + 1 per 5 beds	1 per 6 FTE staff + 1 per 4 beds	1 per 4 FTE + and 1 per 3 beds	1 per 4 FTE staff + 1 per 3 beds
C2 - Hospital (out patients)	1 per 6 FTE staff + 1 per consulting room	1 per 6 FTE staff + 1 per consulting room	1 per 4 FTE staff + 1 per consulting room	1 per 4 FTE staff + 1 per consulting room
C3 - Residential Dwellings (per unit)				
• 1 bedroom dwellings	1	1+0.33 unallocated	1+0.33 unallocated	1+0.33 unallocated
• 2 bedroom flat	1	1+0.33 unallocated	1+0.75 unallocated	1+0.75 unallocated
• 2 bedroom dwellings	1	1+0.33 unallocated	2+0.25 unallocated	2+0.25 unallocated
• 3 bedroom dwellings	2	2+0.33 unallocated	2+0.5 unallocated	2+0.5 unallocated
• 4+ bedroom dwellings	2	2+0.33 unallocated	2+0.5 unallocated	3+0.33 unallocated

Table 1 - continued

Use Class	Accessibility Zone			
	Zone 1 Note: for CMK and Campbell Park the parking standards in the CMK Business Neighbourhood Plan apply (see Appendix C)	**Zone 2**	**Zone 3**	**Zone 4**
C4 - Houses in Multiple Occupancy (HiMOs)	Parking standard of HiMOs follows a two zone approach, zone map is enclosed as Appendix B. Zone A: 0.5 per bedroom Zone B: standard to be calculated using the formula: n-1 where n = the number of bedrooms (eg 6 bedroom = 5 spaces)			
D1a - Medical or Health Services (Non Residential)	3 per 1 consulting room	3 per 1 consulting room	4 per 1 consulting room	5 per 1 consulting room
D1b - Crèche, Nursery	1 per 3 FTE staff + drop off for 1 per 6 children	1 per 2 FTE staff + drop off for 1 per 6 children	1 per 1 FTE staff + drop off for 1 per 4 children	1 per 1 FTE staff + drop off for 1 per 4 children
	In accordance with Section 2.6 above, to avoid the unnecessarily profligate use of land, alternative parking at neighbouring sites will be considered as contributing towards the required drop-off provision. However, for a nursery this will need to be within 100m of the site.			
D1c - Education establishment • Pupil age 4-7 years	1 per 3 staff + 1 drop off space per 9 pupils	1 per 2 FTE staff + 1 drop off space per 9 pupils	1 per 1 FTE staff + 1 drop off space per 6 pupils	1 per 1 FTE staff + 1 drop off space per 6 pupils
• Pupil age 8-11 years	1 per 3 staff + 1 drop off space per 12 pupils	1 per 2 FTE staff + 1 drop off space per 12 pupils	1 per 1 FTE staff + 1 drop off space per 8 pupils	1 per 1 FTE staff + 1 drop off space per 8 pupils
• Pupil age 4 - 11 years	1 per 3 FTE staff + 1 drop off space per 12 pupils	1 per 2 FTE staff + 1 drop off space per 12 pupils	1 per 1 FTE staff + 1 drop off space per 8 pupils	1 per 1 FTE staff + 1 drop off space per 8 pupils
	Relaxation of the parking standards for drop off spaces for schools might be considered acceptable subject to local circumstances and the car journey reducing measures in an agreed Travel Plan.			
• Pupil age 11 years+	1 per 3 staff + 15 drop off spaces fo the first 500 children and 30 thereafter.	1 per 2 FTE staff + 15 drop off spaces for the first 500 pupils and 30 thereafter	1 per 1 FTE staff + 20 drop off spaces for the first 500 pupils and 30 thereafter	1 per 1 FTE staff + 20 drop off spaces for the first 500 pupils and 30 thereafter
• Further/higher education	1 per 6 staff + 1 per 30 students	1 per 2 FTE staff + 1 per 25 students	1 FTE staff + 1 per 15 students	1 staff + 1 per 15 students
D1 d/e/f/g - Art Gallery/Museum/Library/ Public Hall	1 space per 30 m2			

Table 1 - continued

Use Class	Accessibility Zone			
	Zone 1 Note: for CMK and Campbell Park the parking standards in the CMK Business Neighbourhood Plan apply (see Appendix C)	**Zone 2**	**Zone 3**	**Zone 4**
D1h - Place of worship • Seated assembly	1 space per 10m^2	1 space per 10m^2	1 space per 10m^2	1 space per 10m^2
• Ancillary rooms	1 per 73 m^2	1 per 36 m^2	1 per 22 m^2	1 per 22 m^2
D2 - Assembly and Leisure • Cinema	1 per 16 seats	1 per 8 seats	1 per 5 seats	1 per 5 seats
• Gym/Fitness centre	1 per 20 m^2 public area	1 per 15 m^2 public area	1 per 10 m^2 public area	1 per 10 m^2 public area
• Sports Hall	2 spaces per court	2 spaces per court	3 spaces per court	4 spaces per court
• Swimming Pool	1 per 30 m^2 public area	1 per 15 m^2 public area	1 per 10 m^2 public area	1 per 10 m^2 public area
• Sports Pitches	20 spaces per pitch which includes 2 disabled spaces plus, when seating is provided, 1 space per 10 spectators seats.			
Others	1 per 73 m^2 public area	1 per 36 m^2 public area	1 per 22 m^2 public area	1 per 22 m^2 public area
Sui Generis - Theatre	1 per 16 seats	1 per 8 seats	1 per 5 seats	1 per 5 seats
Sui Generis - Car Related Uses	Not appropriate in this location	1 per 12.5 m^2 general storage 1 per 100 m^2 display areas (internal and external) 3/bay MoT/Tyre/Exhaust	1 per 12.5 m^2 general storage 1per 100 m^2 display areas (internal and external) 3/bay MoT/Tyre/Exhaust	1 per 12.5 m^2 general storage 1 per 100 m^2 display areas (internal and external) 3/bay MoT/Tyre/Exhaust
Sui Generis - unspecified	Due to the variety of uses that can fall within the sui generis definition, it is not possible to provide specific parking standards for every use that could arise. Where sui generis uses are proposed, the parking requirement will be assessed based on the nature of the use and its location.			

3. CYCLE PARKING STANDARDS

3.1 The provision of good quality cycle storage is an important means of encouraging more people to cycle and thus reduce pressure on the highway both in terms of congestion and car parking demand.

3.2 Sections 4 and 5 provide further details on what the Council considers to be good practice in cycle parking design and location, including consideration of separate cycle storage for short-term (e.g. visitor) and long-term (e.g. residents, employees) users.

3.3 The table overleaf provides a summary of the cycle parking standards for each use. Where the standard indicates part of a space is required, this should be rounded up to the nearest whole number. All developments should provide a minimum of one cycle parking space. Where a use is not specified, the cycle parking requirement will be judged on merit.

3.4 There is no variation on the cycle parking standard by location. However, if site specific proposals and conditions justify this, the Council may consider a departure from the standard for Zones 3 and 4 for non-residential uses. This will however not be routine practice and be subject to justification from the applicant, including other measures that will be implemented to encourage sustainable travel. The Council will not wish to see developments, even in more rural locations, with no cycle parking provision though is prepared to be flexible in order to avoid the provision of large amounts of under-used cycle parking. In all cases, a Travel Plan condition would be added whereby the applicant would be expected to monitor the use of cycle parking and extending this as necessary.

3.5 Facilities for showering and storing clothes will also be sought as they are also important for encouraging cycle use.

3.6 It is acknowledged that younger children travel to school by scooter and as such an allowance has been made for educational establishments to provide scooter parking as part of their allocation as detailed in Table 2.

Figure 1 - Best practice examples of bike storage facilities

Table 2 - Cycle parking standards

Use Class	Casual/Visitor Parking	Employee/Resident Parking
A1/A2 - Shops, Services	1 per 100 m^2	1 per 200 m^2 or 1 per 10 FTE staff
A3 - Cafe/Restaurant	1 per 50 m^2	1 per 200 m^2 or 1 per 10 FTE staff
A4 - Drinking Establishment	1 per 50 m^2	1 per 10 FTE staff
B1 - Business/Offices	Min 2 for visitors and at 1 per 500 m^2 thereafter	1 per 120 m^2 or 1 per 10 FTE staff
B2 - General Industrial	Min 2 for visitors and at 1 per 500 m^2 thereafter	1 per 400 m^2 or 1 per 10 FTE staff
B8 - Storage and Distribution	Min 2 for visitors and at 1 per 1000 m^2 thereafter	1 per 700 m^2 or 1 per 10 FTE staff
C1 - Hotels and hostels	2 long term spaces per 10 bedrooms. Staff and guest parking should be secure but can be shared if necessary. A bicycles-in-bedrooms policy may be acceptable if these are conveniently accessible and staff parking would still be required at a rate of 10%.	
C2 - Residential Institutions Hospitalse, Nursing Homes, Student Accommodation	1 per 20 beds Min 2	1 per 10 FTE staff 1 per bedroom
C3 - Residential Dwellings		
• 1 or 2 bedrooms	2 per 40 units	1 per unit
• 3+ bedrooms		2 per unit
• HiMOs		1 per 2 bedrooms
D1 - Non-residential Institutions Clinics/Health Centres	1 per consulting room	1 per 10 FTE staff
D1 - Non-residential Institutions: Education		
• Nursery/Crèche	1 per 10 children	1 per 10 FTE staff
• Pupil Age 4 - 7 years	1 per year group	1 per 8 Pupils + 1 per 10 FTE Provision for Scooters Parking: 5- 50% of total Cycle spaces
• Pupil Age 8 - 11 years		1 per 6 Pupils + 1 per 10 FTE Provision for Scooters Parking: 5- 25% of total Cycle spaces
• Pupil Age 4-11 years		1 per 7 Pupils + 1 per 10 FTE Provision for Scooters Parking: 5- 25% of total Cycle spaces
• Pupil Age 11 years+	1 per year group	1 per 10 FTE staff and 1 per 5 students
• Higher/Further education	1 per 5 students	1 per 5 FTE staff
	Staff and pupil storage should be sited separately	
D1 - Non Residential Institutions: Other Art Gallery/Museum/Library/Public Hall	1 per 100 m^2	1 per 10 FTE staff
D2 - Assembly and Leisure		

4. PARKING FOR RESIDENTIAL USES

Introduction

4.1 Careful design of road layouts and parking is as key a consideration as the number of spaces provided. Indeed, poor design can effectively reduce the level of parking available. Good parking design can also greatly improve the overall quality and sustainability of a development. Therefore, this section provides details on what the Council expects to see in the design of car and cycle parking including certain minimum criteria that will need to be met in order for a space to be counted as a parking space when assessing an application.

4.2 All dwellings, whether shared ownership or market housing, should have access to at least one allocated, independently accessible, off-street parking space.

4.3 The information presented largely replicates that included within the Residential Design Guide SPD adopted by the Council in 2012. This Parking Standards SPD however provides consideration of all uses and will take precedence where it is deemed that there is any conflict between the two documents.

Car Parking Locations

4.4 Parking has a fundamental influence on the quality of a development, the streetscape in particular, and is a significant factor in the desirability of a place to live. Location of parking is one of the most prominent issues in pre-application discussions.

- Garages do not count as parking spaces;
- Detached homes with 5+ bedrooms will generally be expected to have at least 2 on-plot, independently accessible parking spaces.

4.5 In Milton Keynes, an increasingly common problem associated with new developments (and in particular terraces) is cars parked on verges, on footways and on streets that are not designed to accommodate parked cars. This is partly because car ownership is higher than average in Milton Keynes. More importantly, however, rear courts, which have to date generally been the chosen form of allocated parking (particularly for terraces), have not been well used by residents. This is due to a number of factors:

- Parking spaces are too remote from the front door;
- Rear parking court feels unsafe/insecure;
- Rear gate of garden is not lockable from both sides (hence is often not practical or possible to use);
- No path through rear garden further discourages use;
- Surveillance of the rear parking area blocked by garden fences.

4.6 The result of parking on verges, on footways and on streets that are not designed for on-street parking is:

- Bin lorries and emergency vehicles cannot get through;
- Unsafe streets are created because, for example, sight lines are blocked;
- Cluttered and "untidy" street scenes;
- Verges becoming unsightly, which further undermines the streetscape;
- Footways become impassable, causing a serious obstruction and danger for many people, especially those with mobility and visual impairments.

4.7 Opportunities for inappropriate parking should be designed out of schemes, as far as possible. Providing sufficient designated on-street parking spaces in the right locations will assist in reducing the instances where residents feel the need to park on footways or verges. However, inappropriate parking should also be prevented through the design of the street. A range of street elements, such as carriageway widths, street furniture and planting, (including trees and groundcover planting), can be manipulated to constrain or direct parking.

4.8 For these above reasons, the following hierarchy of preference should be adhered to when providing car parking for new residential developments:

- On plot, located at the front or side of the dwelling;
- On-street to the front of dwellings (either on the street itself or as part of a front parking court).

4.9 Appropriately designed, on-street parking as part of an application will be welcomed by the Council and will be counted towards the number of spaces that a developer is expected to provide for visitors.

4.10 The following sections provide guidance and solutions on how to accommodate parking.

On Plot Parking

4.11 On-plot parking can be provided:

- To the side of dwellings
- As a "drive through" to hardstanding within the rear garden; or
- To the front as right-angled and/or parallel parking;

Drive Throughs

4.12 These are in effect car ports but are open at the back to allow parking either within the building and/or within the rear garden. The advantage of drive throughs to hardstanding or garages in the rear garden is that continuity of frontage can be maintained whilst retaining on-plot parking. 1.8 metre high fencing or walling is required around the parking to provide security to the rear garden. Minimum width should be 3.5m.

4.13 Drive throughs to hard standing within the rear garden can create blank frontages and make ground floor internal layouts less practical, and therefore need to be designed with care. They are best incorporated within wide frontage dwellings, which enables "active rooms", such as living rooms and kitchens, to still be provided fronting the street at ground floor level.

4.14 Where 'drive throughs' are incorporated in narrow frontage dwellings, balconies or bays at first floor level are one useful means of creating interest and activating the frontage. They must have active ground floor frontages on the other side of the street to provide overlooking of the drive through, as demonstrated in Figure 3b.

4.15 For wider frontage properties with wider rear gardens, single vehicle drive throughs could potentially widen within the rear to include hardstanding for independently accessible parking. This is illustrated in Figure 3b.

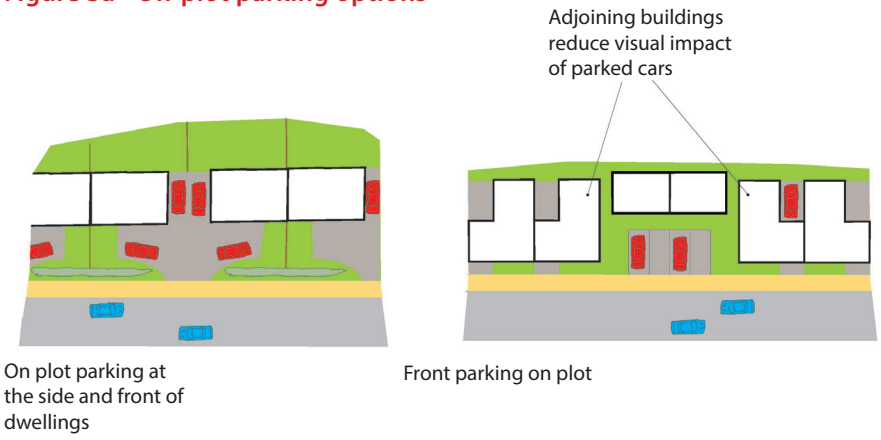
Figure 2 - Drive-through parking within rear garden

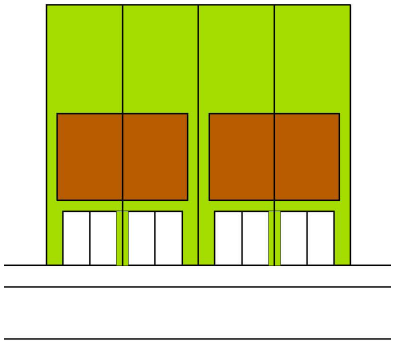
On-Plot Parking to the Front

4.16 A variation of the on-plot parking solution is the provision of right-angled and/or parallel parking to the front of the dwelling. For terraced houses this will likely occur as right angled parking behind the back of the adoptable highway (see Figure 3a) while for semi- detached and detached housing a deeper front garden or privacy strip should be included (up to

approximately 6-7m) to allow on plot parking to the front of the dwelling as either right angled or parallel parking. In these cases, the parking spaces should be designed into a landscaped privacy strip to avoid the subsequent ad hoc paving over of front gardens (potentially devoid of any landscaping) by homeowners which will undermine the quality of the streetscape but rather ensure that the entire streetscape has been integrally designed from the outset.

Figure 3a - On-plot parking options





Tandem Parking

4.17 Independently accessible on-plot parking spaces are preferred. There is a presumption against the provision of tandem parking (or any similar layout where the spaces are not independently accessible). If, however, such a layout is proposed then:

- An additional[3], convenient, on-street parking space must be provided at a rate of 1 space per every two dwellings that have tandem parking (or any similar layout where the spaces are not accessed independently);
- The on-street provision must not encroach into the track path of buses on bus routes and other primarily residential streets (type 5-8) so as to allow for the movement of free flowing traffic, including service delivery vehicles. This requires on-street parking to be provided outside of the established carriageway in these streets. This requires on-street parking to be provided outside of the established carriageway in these streets,
- For street types 9-12, the required on-street parking can be provided on street but in this case must be clearly laid out/delienated within the carriageway and located so as to allow for the movement of free flowing traffic, including service delivery vehicles.

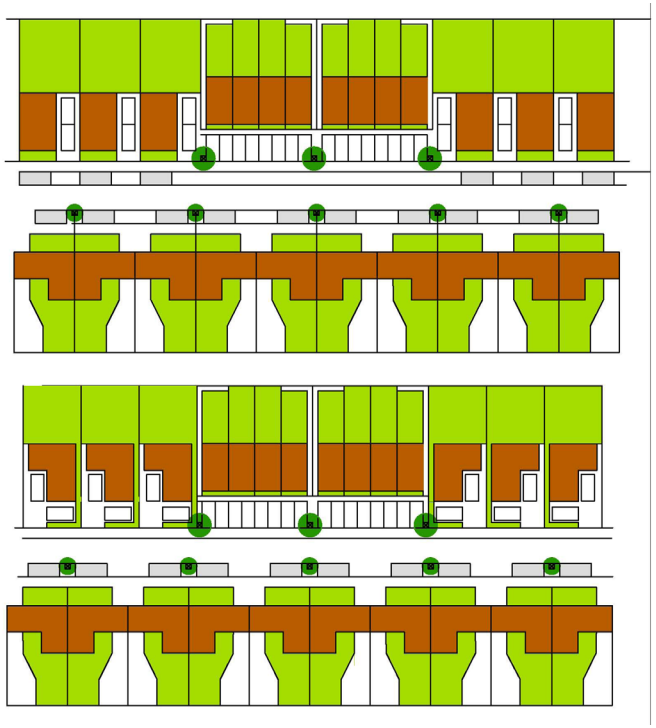
4.18 Parking spaces in front of garages must be at least 6 metres long in order to allow access to the garage without a car overhanging the footway.

4.19 The illustrations in Figure 3b show a variety of on plot parking options discussed above. They importantly highlight that there should not be more than 8 properties in a row that are served by right angled parking to the front. This is to ensure that the streetscape does not become dominated by parked cars. A 1m spacing should also be included around a maximum of 8 parking spaces for pedestrian circulation. Street trees as indicated in the illustrations should also be included to soften the streetscape. Beyond the 8 properties in a terrace formation buildings should come forward to reduce the visual impact of parked cars and provide a more human scaled streetscape.

[3] For the avoidance of doubt, "additional" means in addition to the usual requirement for unallocated on-street parking spaces. "Convenient" means an on-street space within 15m of the front of a property where tandem parking is provided.

4.20 In these illustrations, the on street parallel parking must be located subject to safe manoeuvrability from the on plot parking into the street.

Figure 3b - More on-plot parking options



Carports

4.21 There are concerns where carports are accessed from the public realm as they are often poorly surveilled. They should therefore be overlooked by housing from the other side of the street. Carports are required to be open on two faces and to have minimum internal dimensions of 3.0m x 5.0m per space. Where the carport is located to the side of the house, any fence or wall provided to secure the rear garden should be at least 1 metre from the end of the car port. Permitted development rights to erect gates/doors to the front of carports will be withdrawn and, in determining any planning applications, consideration will be given to the amount and location of the remaining car parking space(s).

Parking Options Where No Direct Access Is Permitted

4.22 Rear parking courts have proved unpopular as parking choices for residents and are therefore not supported as a parking option in Milton Keynes.

4.23 It is not just Milton Keynes Council that does not support the inclusion of rear parking courts. Both Manual for Streets and the Parking Guide "Car Parking: What Works Where" (prepared by the former English Partnerships and now available via the Homes and Communities Agency state that rear court parking is recommended only after parking to the front and on street have been fully considered. Rear courtyards should support on-street parking, not replace it.

4.24 It is however accepted that for certain streets, frontage access for vehicles from the street can't be achieved or is not permitted and alternate parking solutions should be sought.

Rear Street/Mews with Flat over Parking (FoP) Units

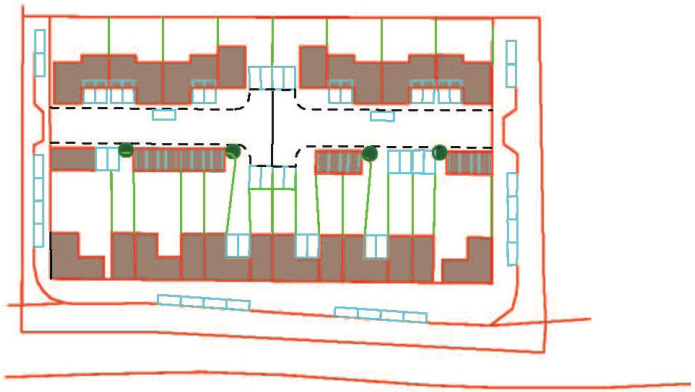
4.25 The below illustration (Figure 4) demonstrates how a street behind the rear of the properties would provide parking for the properties that are not permitted to have access from the front.

4.26 A few "FOP"(Flat over Parking) units are included along the back boundary of the properties which would help accommodate the required parking for the housing behind them. Other parking would be provided between the FOP units on the rear boundary of the relevant house.

4.27 For this solution to be acceptable housing would be needed on the other side of the street, facing the FOP units for surveillance purposes. The FOP units are also important so that the access route has the character of a street with development facing it on both sides. This street should take on a mews form.

4.28 The Council's Crime Prevention Design Advisor has also stated that these rear streets should also be designed as cul-de-sacs particularly to improve security of the open aspects of the FOP's. A wall with soft planting either side can serve to divide the 2 cul-de-sacs.

Figure 4 - Rear street/mews with Flat over Parking

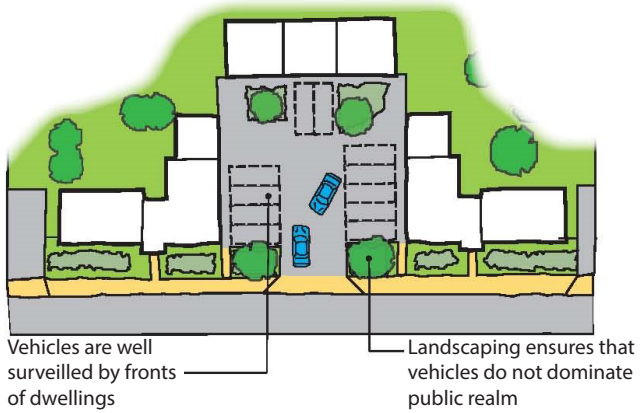


Parking Courts

Front Parking Courts

4.29 These are located at the front where people like to park and where parking can be overlooked and be close to front doors, as shown in Figure 5.

Figure 5 - Front parking courts



Rear Parking Courts

4.30 If it can be demonstrated that the above parking solution cannot be delivered, small private and secure rear parking courts may therefore be accepted.

4.31 Where rear parking courts are included it is essential that on street parking is carefully managed. If it is not allowed then this should be suitably enforced through for example double yellow lines. If it is allowed, parking should be carefully designed into the streetscape so as to avoid indiscriminate parking on verges, pavements or indeed in the carriageway such that it prevents safe through movement of large vehicles.

4.32 Rear parking courts must be made to feel as private and secure as possible. This can be achieved through:

- Well designed 'bridges' between houses;
- Electronic lockable gates (operated by key code so that in case of emergency, the code may be passed to emergency responders;
- As narrow an entrance as possible while still meeting highway requirements;
- Accesses into rear parking courts which should be located opposite to the fronts of dwellings in order to provide overlooking of the access;
- One public entrance into a parking court, to be used by both vehicles and pedestrians;
- Parking courts which are required to be well lit and achieve appropriate BS standards. Ground level lighting should be provided;
- Designing the boundaries of houses that abut parking courts to be a maximum 1.5 metres high with an additional 300 mm visually permeable trellis on top in order to aid surveillance.

4.33 Rear parking courts must be designed so that the resident's parking space is located on the boundary of the rear garden. In this way residents are more likely to use the parking court, rather than parking in inappropriate locations (e.g. on verges and footways).

4.34 All homes must be accessible from the rear through lockable gates that can be opened by means of a key from both sides. Paths need to be provided within rear gardens, from the rear gate to rear door of the house, to enable ease of access through garden when it is wet.

4.35 Parking courts should generally be within the range of 6-12 spaces. Larger courts may be appropriate for apartments. Tandem parking will not be allowed, as vehicles tend to dominate the court and the amount of vehicle manoeuvring is increased.

4.36 Rear parking courts should remain private and therefore visitor parking is not allowed within parking courts unless the parking court is ungated and under the control of some form of management company.

4.37 Garages and car ports should be avoided within parking courts as they block surveillance of vehicles.

4.38 Illustrative plans and photos are shown in Figure 6.

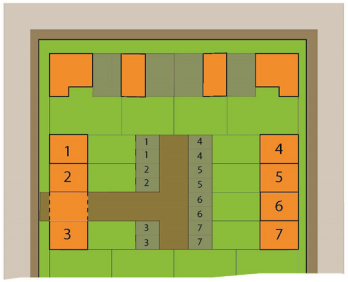
Figure 6 - Illustrations for rear parking courts

"Bridge over unit" makes a clearer definition that the rear court is private

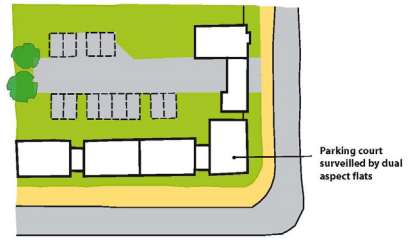
Only one entrance for vehicles/pedestrians is permitted. Unlocked alleyways will not be permitted.

Secure rear parking court

Rear parking courts must be secure and not "leaky"



Resident's parking located on the boundary of the rear garden



Rear pakring court serving apartments

Plans showing FOPs used to screen and protect rear parking courts

On Street Parking

4.39 On-street parking should be built into the layout design and should be clearly defined, through use of different surfacing materials, kerbs, street furniture and/or planting.

4.40 On-street parking has a number of benefits, including:

- Assisting with speed restraint as part of an overall package of elements that together affect driver behaviour;
- Adding vitality to the street;
- Acting as a buffer to pedestrians on the footway from passing traffic;
- Making efficient use of land, as the street provides the means of access and parking spaces are shared.

4.41 Lay by parking should be provided in groups of 3-5 spaces. If there are more than 5 spaces in a row, they should be broken up by landscaping.

4.42 Parallel parking can either occur adjacent to the carriageway or within the carriageway as shown in Figure 7. When they are located within the carriageway, they can assist with speed restraint. Some form of feature is required at each end of the parking to ensure that the speed restraint effect remains when the car is absent. Consideration does however need to be given to the visibility of such street furniture and planting at night.

Figure 7 - Parallel parking arrangement

4.43 When locating parking on-street however, this will need to be appropriately designed taking into account the width and nature of the road in terms of traffic flow and speed. Parking should not encroach into the paths of vehicles.

4.44 In order to encourage more on-street parking and reflect where Milton Keynes residents like to park, the Residential Design Guide outlines three more innovative, less conventional, ways of providing parking on street which it is hoped developers will build into their layouts.

'Parking Streets'

4.45 Developments should include carriageways wide enough to allow parallel parking on both sides with space between for two cars to pass. Street trees within the pavement will reduce the visual impact of parked cars.

4.46 It has often been a challenge to fit in on-street parking spaces when numerous detached and semi-detached houses are included in a layout because of the requirement to accommodate and keep open private drives

Figure 8 - Parking streets

onto the carriageway. Individual parking bays are generally not supported where the footpath diverts its alignment continually to get around them. However, the sketch shown in Figure 8 indicates that where wider 'Parking Streets' are incorporated into a development, individual parking bays can be incorporated between driveways with the footpath remaining on its existing alignment. Two designs can result: either a tree can be included at the front and back of each parking space; or the parking spaces can be delineated with a different material. In both cases, but particularly the former, the features still result in traffic calming if the cars are absent.

Public Squares

4.47 Public squares have the benefit of incorporating parking within a space which can also provide townscape and recreational benefits. The square can be used to provide parking for residents within an adjacent busier street. In more formal layouts, parallel parking can be arranged around a landscaped central space, which could be in the form of a square or circus, as demonstrated in Figure 9. In more informal layouts, parking can be provided within a predominantly hard-surfaced space.

4.48 Public squares must be designed into the layout at the masterplanning stage – it is not advisable to try and retrofit them into a layout at a later stage.

Figure 9 - Public Squares

Example of formal public square layout accomodating parking around its edge

Central Reservations

4.49 Parking can be provided within a central reservation with cars arranged both sides of a strip dividing traffic flows. Landscaping should be provided to reduce visual impact. A good example of this approach is shown in Figure 10.

Figure 10 - Parking at Central Reservation

Parking in the central reservation - Oxley Park

5. PARKING FOR NON-RESIDENTIAL USES

5.1 Many of the principles discussed above are equally applicable to non-residential uses.

5.2 More applicable to the latter however will be off-street car parks. These should be designed to provide good quality pedestrian routes in order to minimise conflict between those walking through the car park and manoeuvring vehicles.

5.3 Where multi-storey or underground car parks are provided, these should be designed in accordance with the usability specifications outlined in relevant industry guidance such as the Institution of Structural Engineers 'Design Recommendations for Multi Storey and Underground Car Parks' (2011). This includes guidance on issues such as the positioning of columns which would affect the usability of a space and therefore whether it will be considered as a parking space when an application is determined.

6. CYCLE PARKING DESIGN

6.1 Cycle parking needs to be considered at the outset and long term storage for residents and employees should be within a covered, lockable enclosure. For individual houses, this could be in the form of a shed or garage. For flats and non-residential uses, either individual lockers or cycle stands within a lockable, covered enclosure are required.

6.2 Cycle parking should be located close to entrances and where it is indoors, the user should not need to pass through more than one door. Stairs should be avoided and where there is a change in level between the cycle store and ground level, lifts should have a capacity for a bicycle without the need for it to be raised up.

6.3 Short term cycle parking should be located in a prominent location close to site and / or building entrances and may need to be provided in multiple locations. It may be possible in some instances to utilise the public highway, though this would need to be sympathetic to the positioning of other street furniture and ensure that footway widths are maintained.

6.4 Cycle parking should be secure, easily accessible and convenient to use. Although the Council does not prescribe a particular type of stand, those located on the highway (for example to provide for visitors) should be consistent with existing provision. Within buildings, upright stands are not favoured as the need to lift bikes makes them more difficult to use, and indeed, may be impossible for some users. Systems which only allow one wheel to be secured will also not be supported, though innovative space saving solutions such as two tier racks, which are more practical to use, will be considered.

7. OTHER VEHICLES AND PARKING LAYOUTS

Powered Two-wheelers

7.1 Parking standards for powered two-wheelers / motorcycle / Moped for developments at all zones will be sought on the basis of the figures provided in Table 3.

7.2 With reference to IHE guidance, the key elements for parking are that it should be: near, clear, secure and safe to use.

7.3 Motorcycle users will naturally look for parking opportunities as close as possible to their destination. 20 metres is desirable. Beyond 50 metres the use of unofficial space can become prevalent. Formal parking spaces should be clearly marked and signed to highlight them to users.

7.4 Security is a key issue and physical measures are highly sought after and attractive to users, as is natural surveillance. Covered off street parking is desirable as it provides protection from weather and damage. Storage areas for clothing and equipment should also be provided.

7.5 As with all types of parking, personal security and safety is highly important to encourage use. Things to consider are a level surface to move the machine around on, lighting, CCTV and natural surveillance.

7.6 Individual spaces should not be marked in order to make the most efficient use of the available space. Most machines range from 700mm to 1000mm wide. Allowing for a nominal mount/dismount space of 600mm suggests that an average width of 1400mm per machine is required. Where there is significant use by smaller or larger machines, this figure can be altered to suit.

Table 3 - Parking standards for powered two wheelers

All types of non-residential development	Provision
GFA of 1000 m^2 or more	A minimum of 2 spaces with anchorage points, 1 space per 70 total car spaces
Minor Developments GFA below 1000 m^2	Case by case

Electric Vehicles

7.7 The Council has recently submitted a funding bid to the OLEV Go Ultra Low City Scheme with the intention of dramatically increasing the numbers of ultra-low emissions vehicles on the city's roads. Measures in the bid include the Milton Keynes Promise that will guarantee the provision of a charge post near to the homes of owners who do not have off-street parking. The Promise will initially see delivery of 200 night time charging points and work is underway to find a suitable charging post design.

7.8 Parking standards for Electric Vehicles for developments at all zones will be sought on the following basis as shown in Table 4:

Table 4 - Parking standards for electric vehicles in non-residential developments

Car Spaces	Minimum provisions
1-20	0 space
21-50	1 space, 1 electric charging point
51-100	2 spaces, 2 electric charging points
1 space and 1 charging point per 100 car parking spaces thereafter	

Note: 10% of car parking provision to have passive provision to allow conversion at a later date

Size of Parking Spaces

Layout for standard car parking bays

7.9 It is noted that, in the 2001 Highway in Residential and Commercial Estates Design Guide, the introduction of variation in width, alignments, etc, as a design feature, can result in pleasing and attractive layouts. However, flexibility is not acceptable at the expense of safety.

7.10 Standard parking spaces should be a minimum of 5 metres by 2.5 metres (Diagram 1). Where the parking space adjoins a wall/fence (Diagram 2) or dwelling (Diagrams 3 & 4), additional space should be provided.

7.11 For parking courts and car parks, an access road in between bays should ordinarily have a minimum width of 6 metres when bays are orientated at 90 degrees. Where such a width is not achieved, the width of parking bays will need to be widened to compensate for this as detailed in Manual for Streets. It is recommended that tracking software be used to assist in the design of car parking and that diagrams be included within Transport Statements, particularly for sites where space is constrained.

7.12 Parking for those with disabilities should measure a minimum 5 metres by 3.6 metres where access is possible to the rear (e.g. perpendicular to the kerb).

7.13 Providing accessible parking in an arrangement parallel to the kerb is not preferred, but in situations where it is, the parking space should be extended by 1.2 metres to allow an access zone to the rear of a vehicle. All disabled parking should preferably be located within 50 metres of the entrance to the building it is serving in accordance with the DfT's Inclusive Mobility guidance.

Diagram 1 - Standard parking space

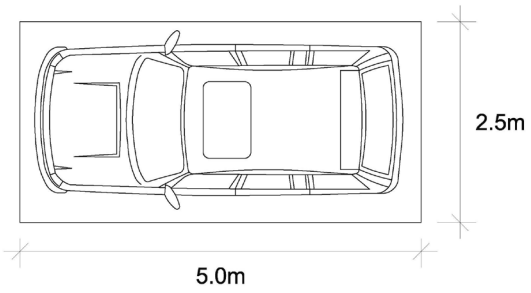


Diagram 2 - Space adjoining a wall/fence

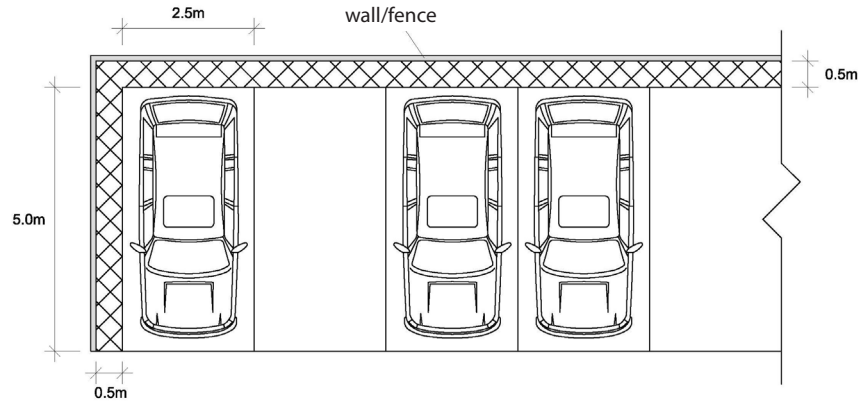
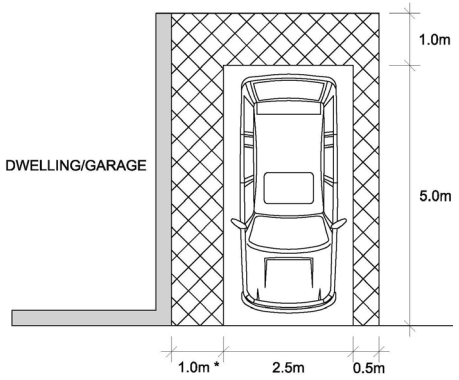
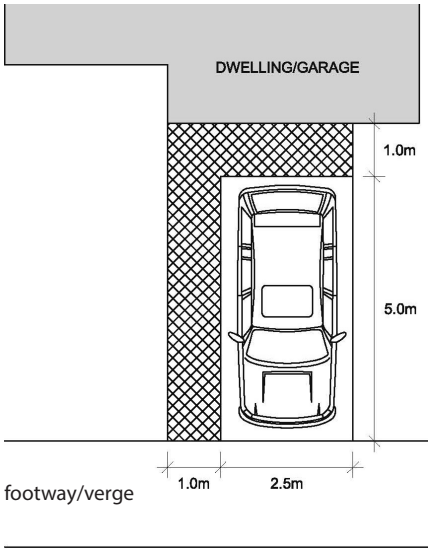


Diagram 3 - Parking space adjoining a dwelling/garage



* 1.0m if required for access to rear of dwelling. Can be reduced to 0.5m if no access is required.

Diagram 4 - Parking space adjoining a dwelling/garage



Layouts for Service vehicles and HGVs

7.14 Parking provision for service vehicles and HGVs has been identified for all B type Land Uses (Business, General Industrial, Storage and Distribution) within Milton Keynes. All other land uses are considered on a site-by-site basis to allow flexible approach to development, which reflects the differing land use profiles and highway characteristics throughout the authority.

7.15 Spaces allocated for deliveries, service vehicles, HGVs, coaches, buses and minibuses should be capable of accommodating the expected vehicle type as predicted in the Transport Assessment. Where pick-up / drop-off is in a designated bus bay set into the kerb / footway, or immediately between designated car parking areas on the highway, adequate allowance must be made for entry and exit taper.

7.16 Principally the preferred parking bay size for these vehicles should be used as set out in Table 5.

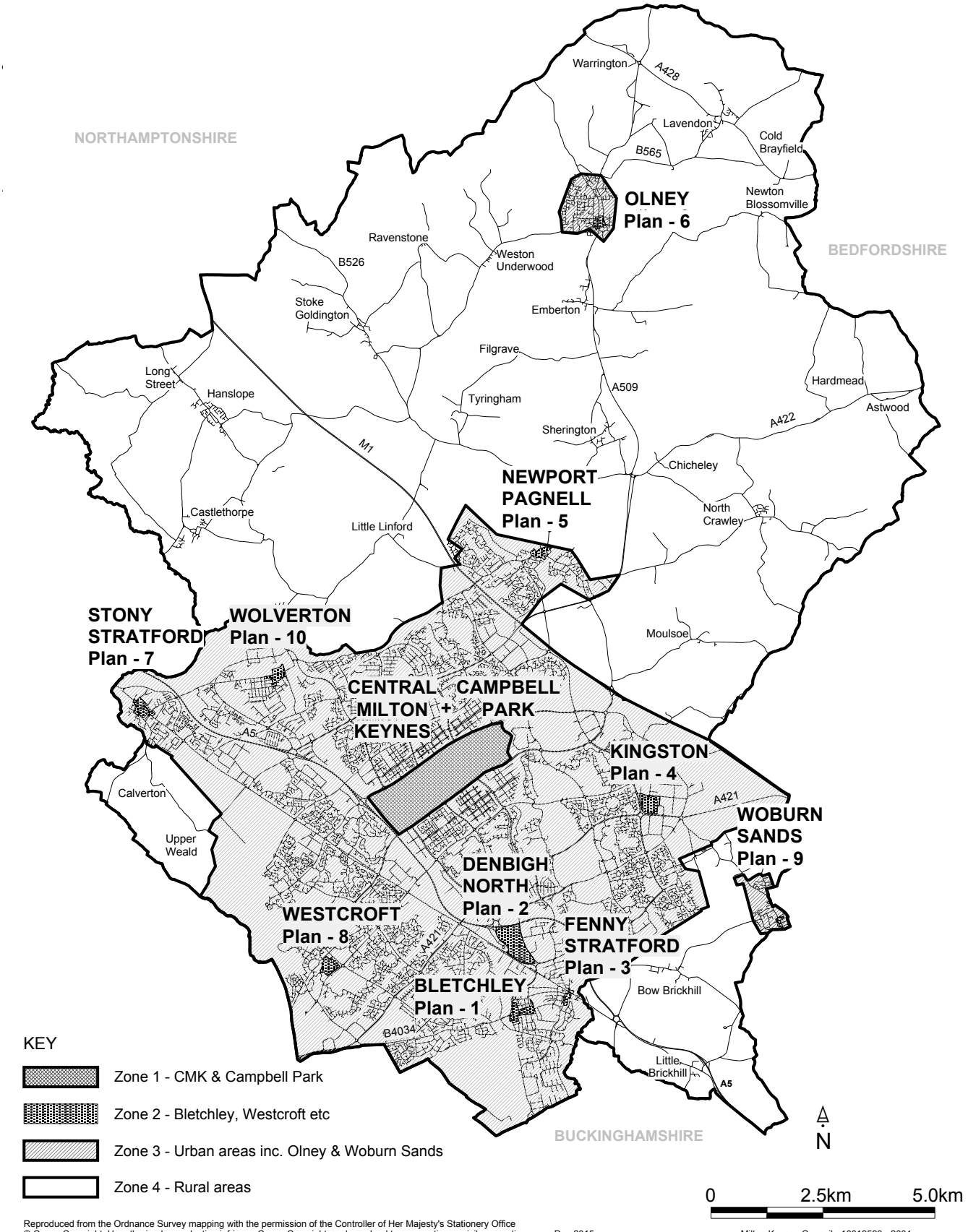
Table 5 - Design standards for delivery and service vehicles

	Bay dimension	
	Length	Width
Transit/Van	7.5m	3.5m
Rigid	12.0m	3.5m
Articulated	17.0m	3.5m
Coach	15.0m	4.0m
Minibus	8.0m	4.0m

7.17 Further Guidance is contained within the FTA publication 'Designing for Deliveries'.

APPENDIX A - MAPS OF PARKING STANDARDS ZONES

Zones 1-4 Map



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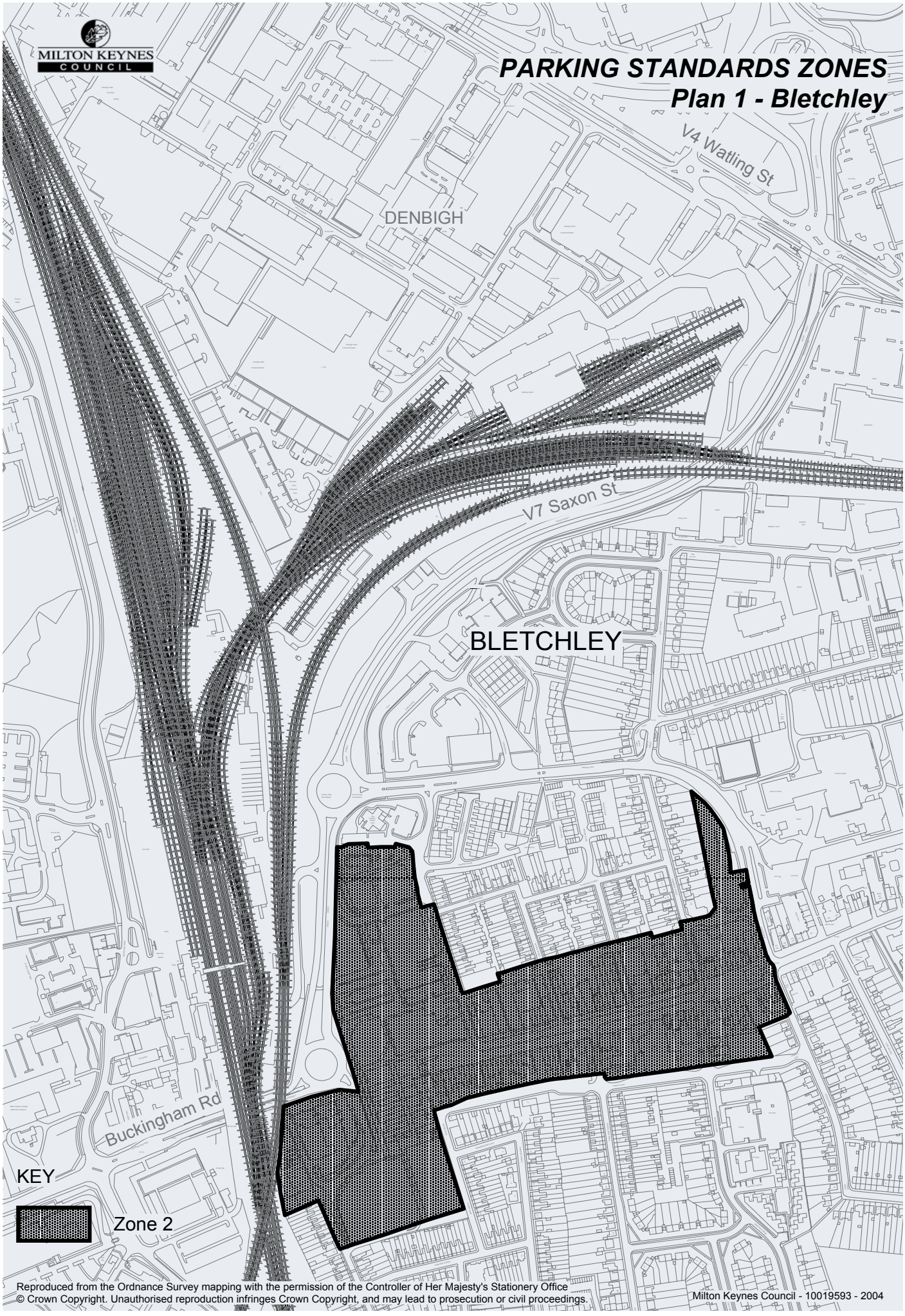
MILTON KEYNES
COUNCIL
PARKING STANDARDS ZONES
Plan 1 - Bletchley
V4 Watling St
DENBIGH
V7 Saxon St
BLETCHLEY
Buckingham Rd
KEY
Zone 2
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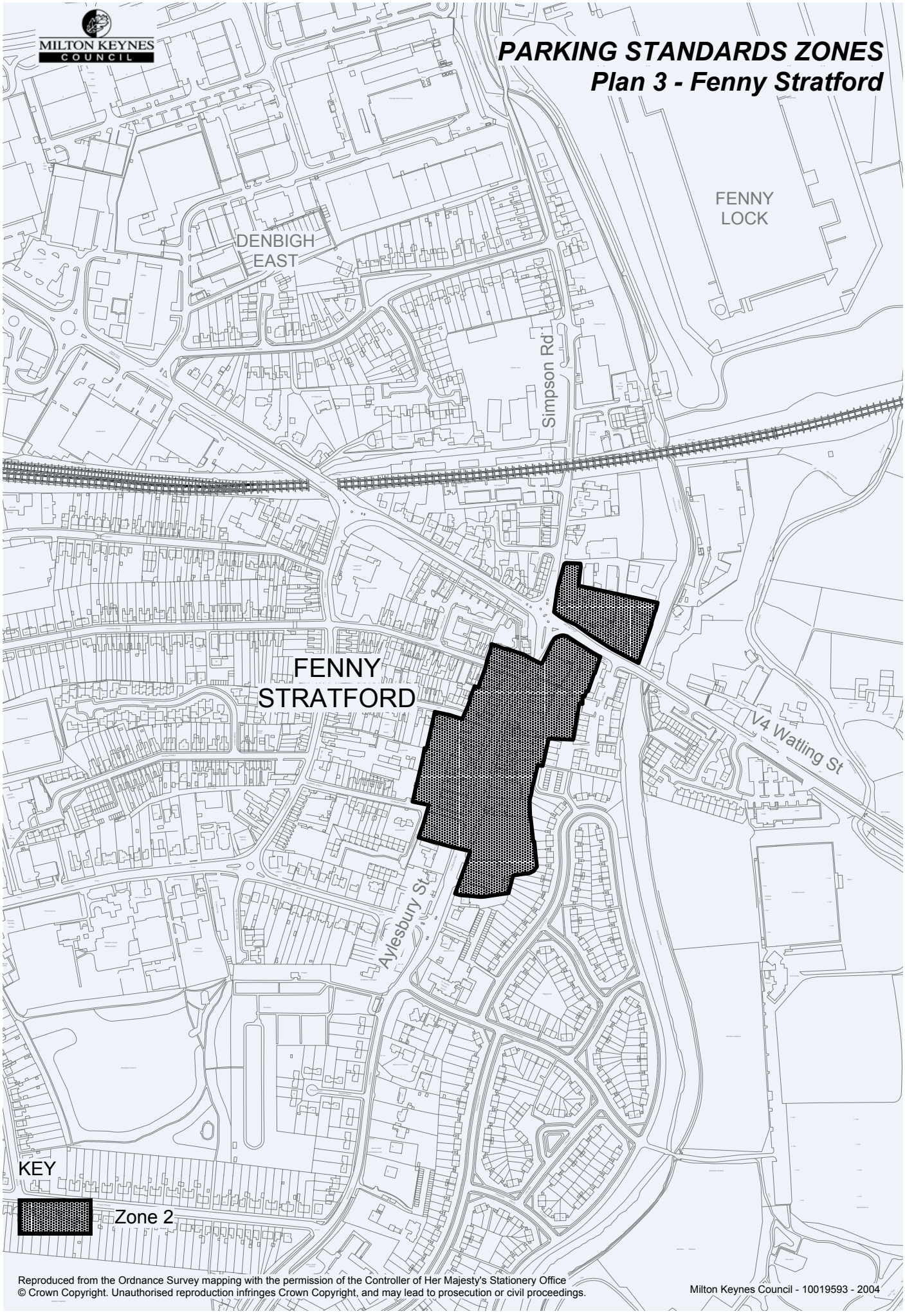
MILTON KEYNES COUNCIL
PARKING STANDARDS ZONES
Plan 3 - Fenny Stratford
DENBIGH EAST
FENNY LOCK
Simpson Rd
FENNY STRATFORD
V4 Watling St
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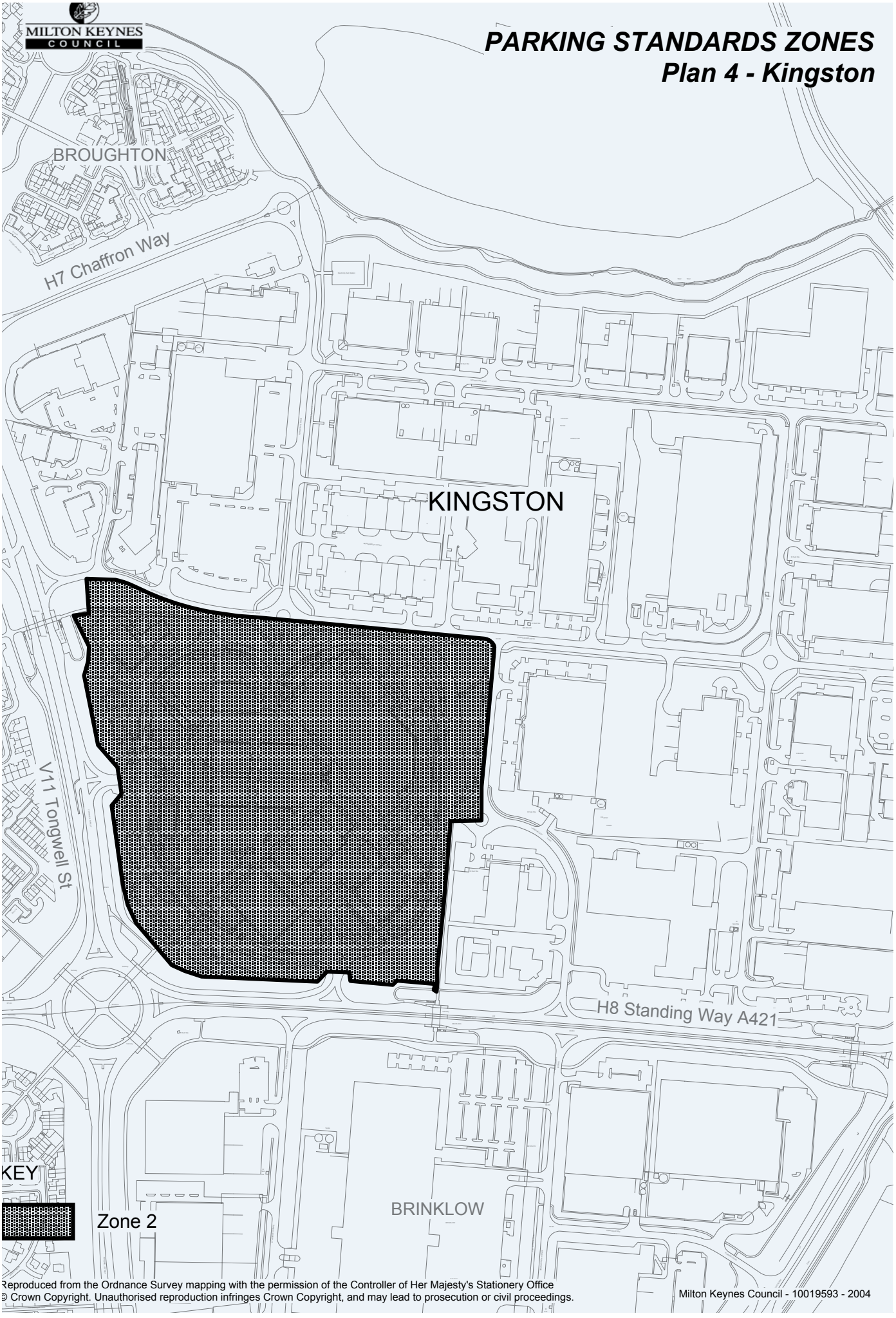
MILTON KEYNES COUNCIL
PARKING STANDARDS ZONES
Plan 4 - Kingston
BROUGHTON
H7 Chaffron Way
KINGSTON
V11 Tongwell St
H8 Standing Way A421
BRINKLOW
KEY
Zone 2
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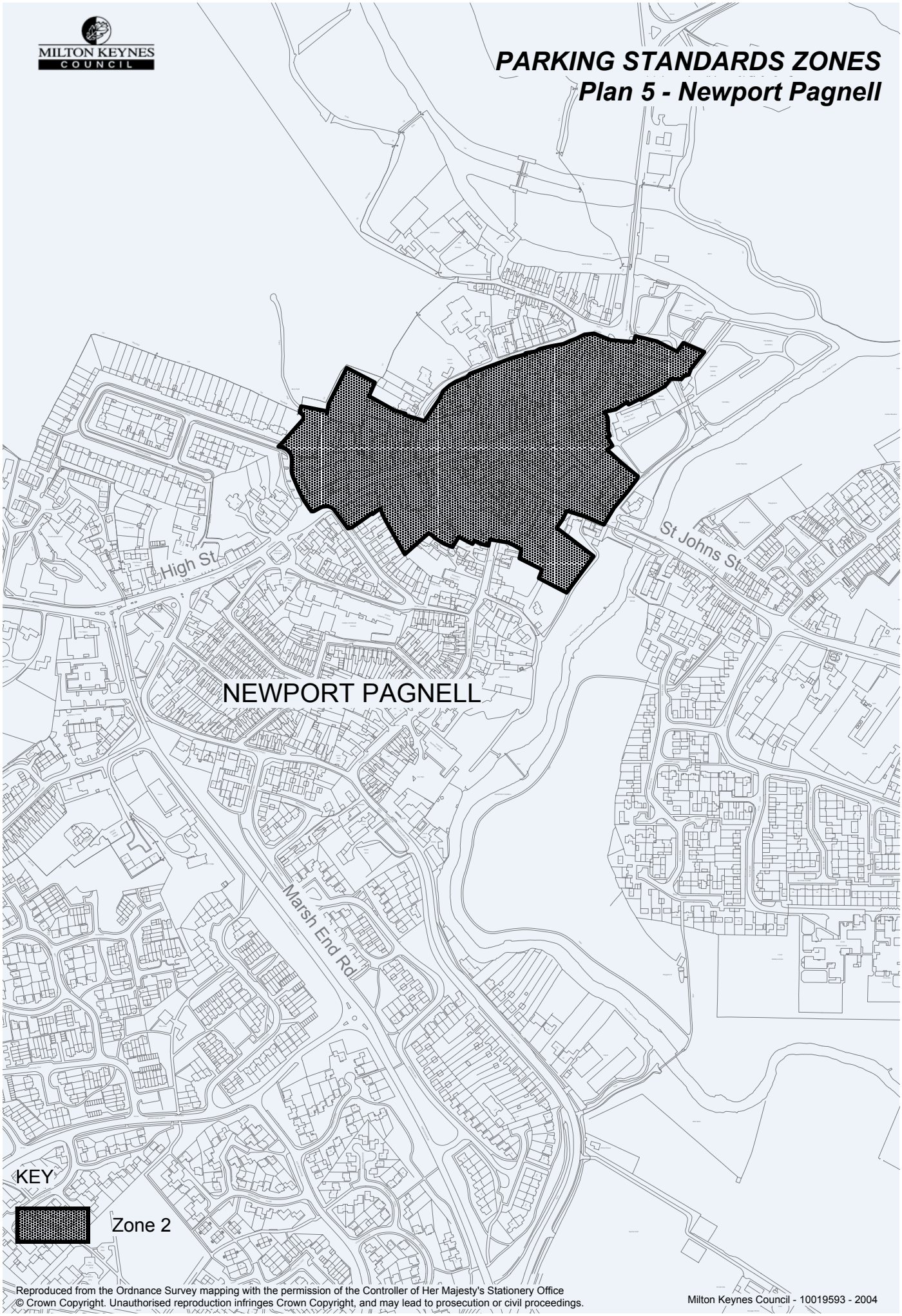
MILTON KEYNES COUNCIL
PARKING STANDARDS ZONES
Plan 5 - Newport Pagnell
High St
St Johns St
NEWPORT PAGNELL
Marsh End Rd
KEY
Zone 2
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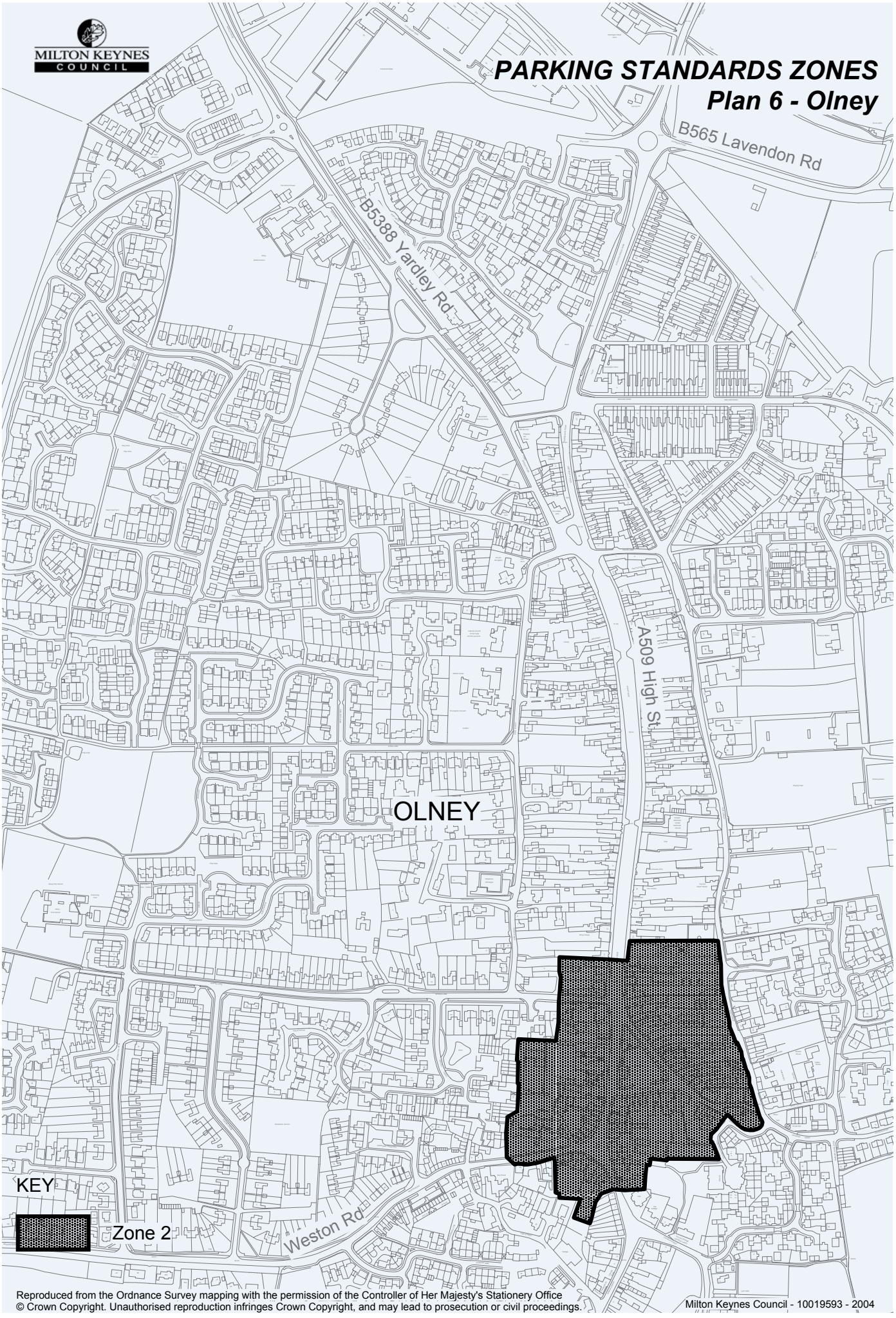
MILTON KEYNES COUNCIL
PARKING STANDARDS ZONES
Plan 6 - Olney
B565 Lavendon Rd
B5388 Yardley Rd
A509 High St
OLNEY
Weston Rd
KEY
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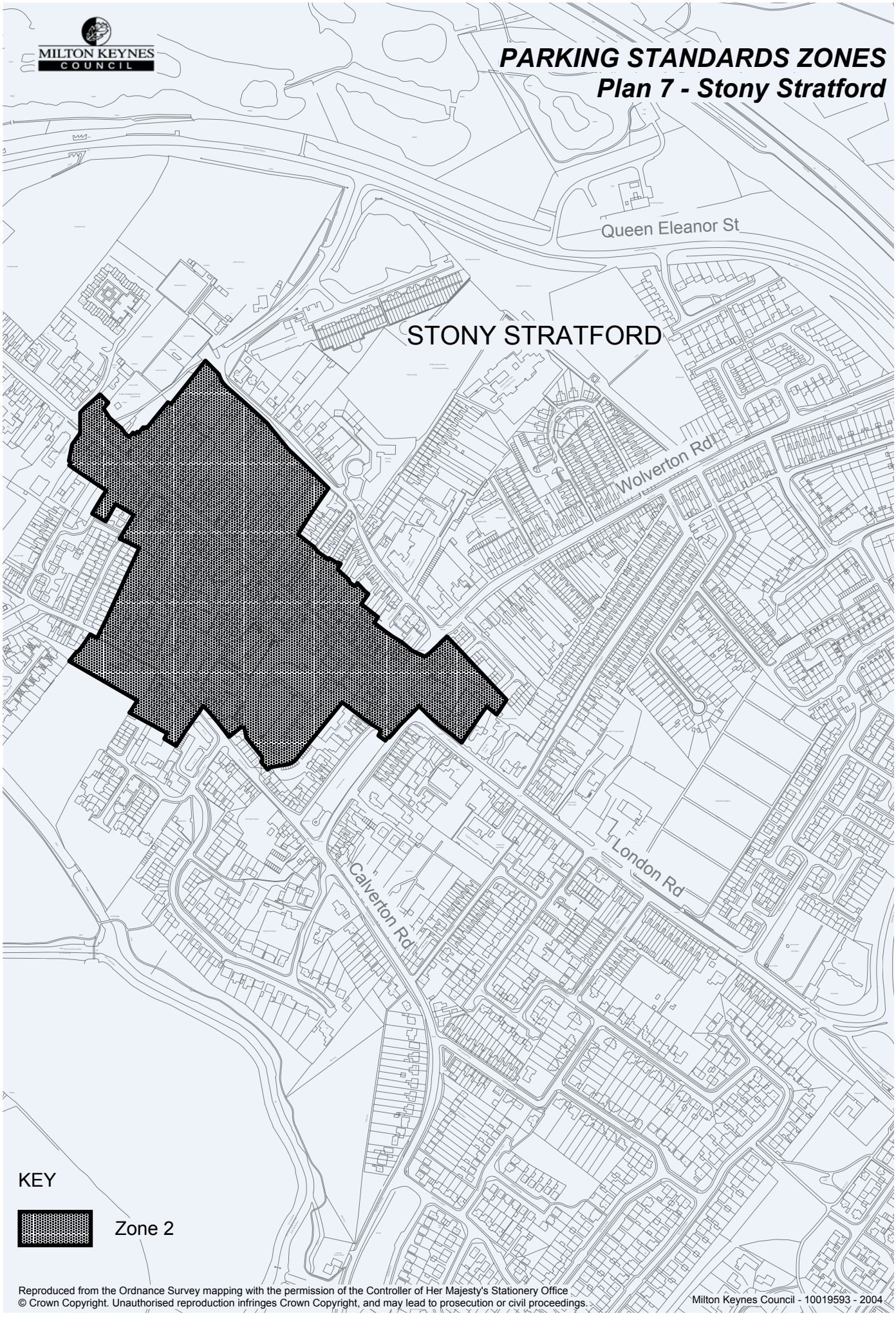
MILTON KEYNES
COUNCIL
PARKING STANDARDS ZONES
Plan 7 - Stony Stratford
Queen Eleanor St
STONY STRATFORD
Wolverton Rd
London Rd
Calverton Rd
KEY
Zone 2
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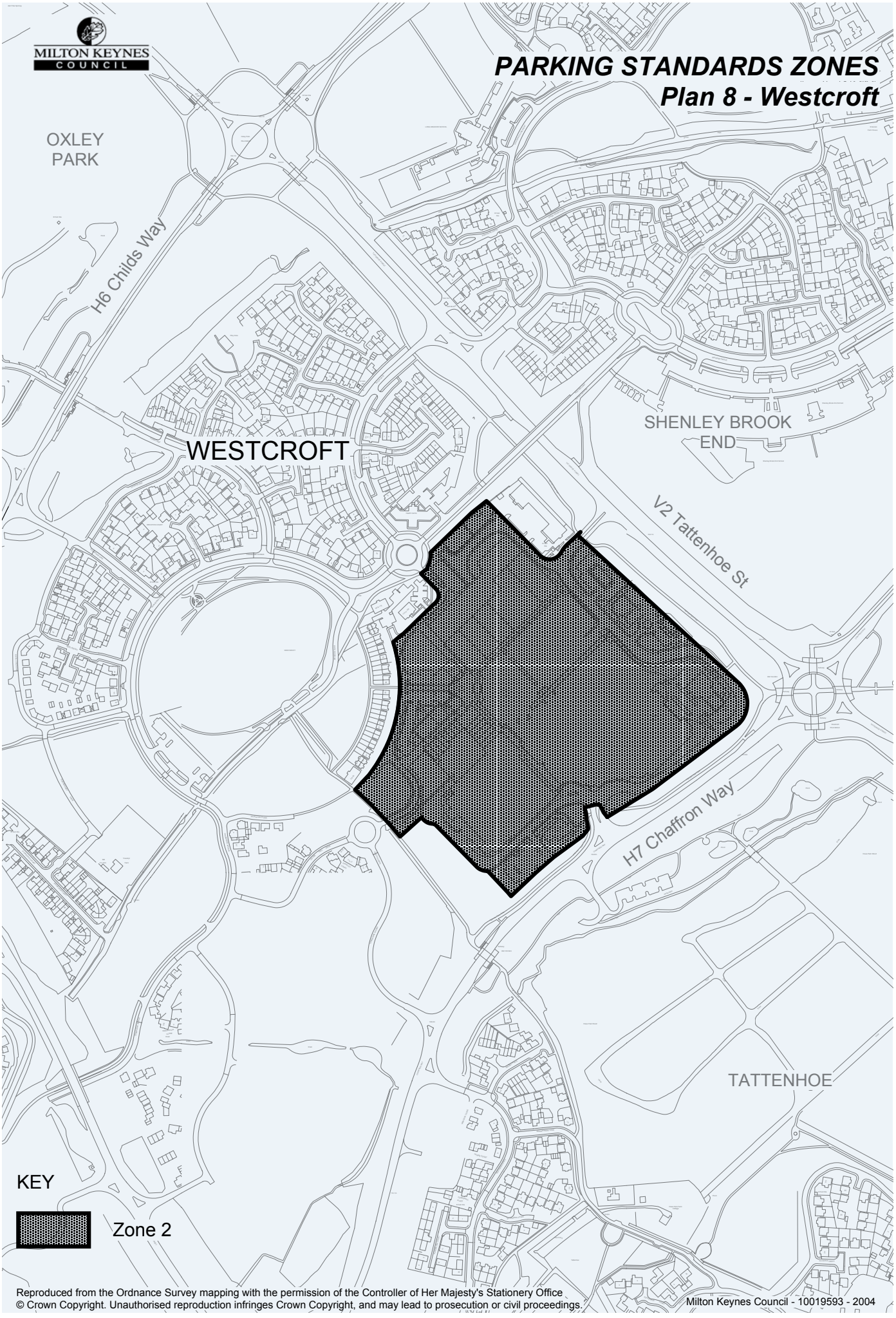

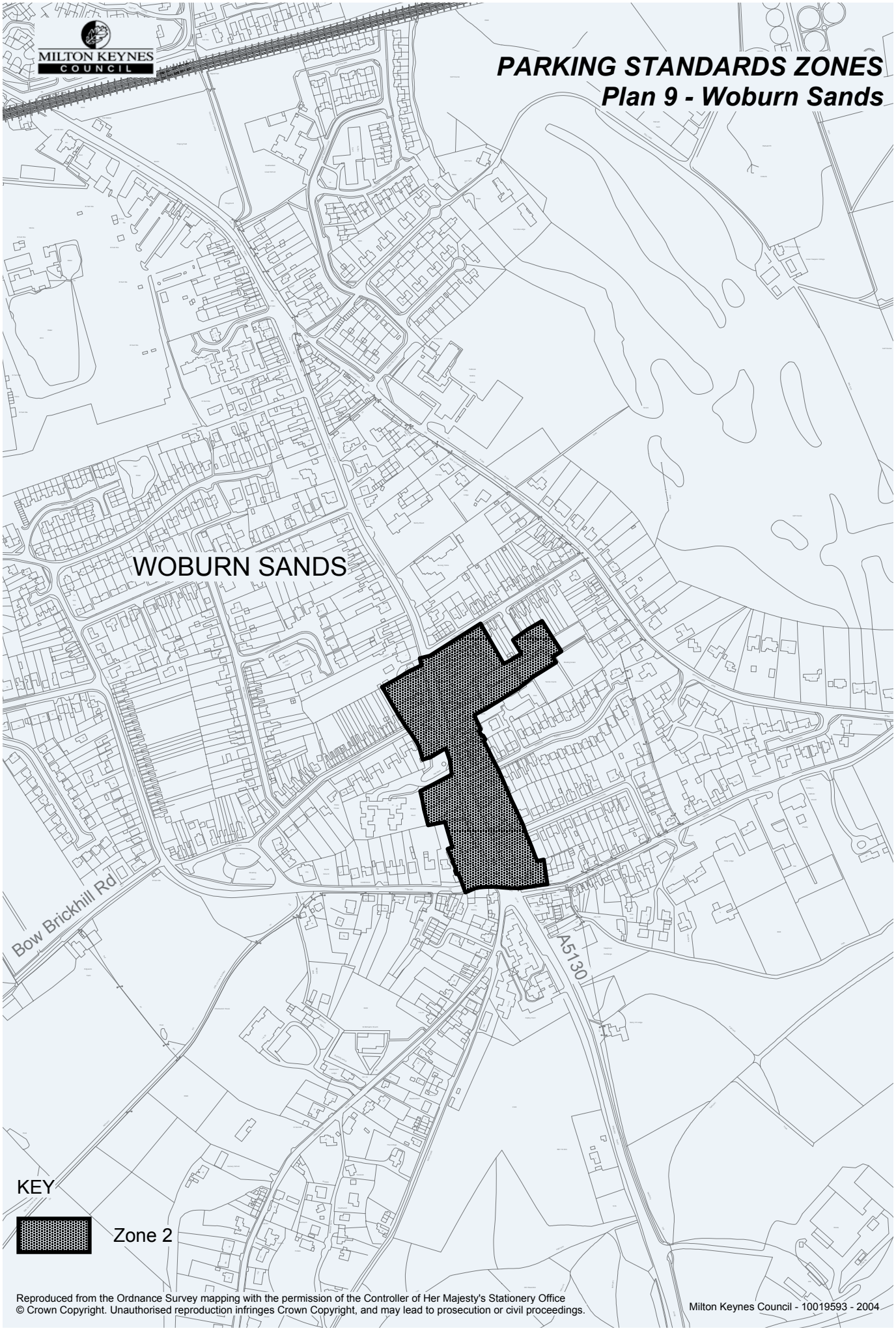
MILTON KEYNES
COUNCIL
PARKING STANDARDS ZONES
Plan 9 - Woburn Sands
WOBURN SANDS
Bow Brickhill Rd
A5130
KEY
Zone 2
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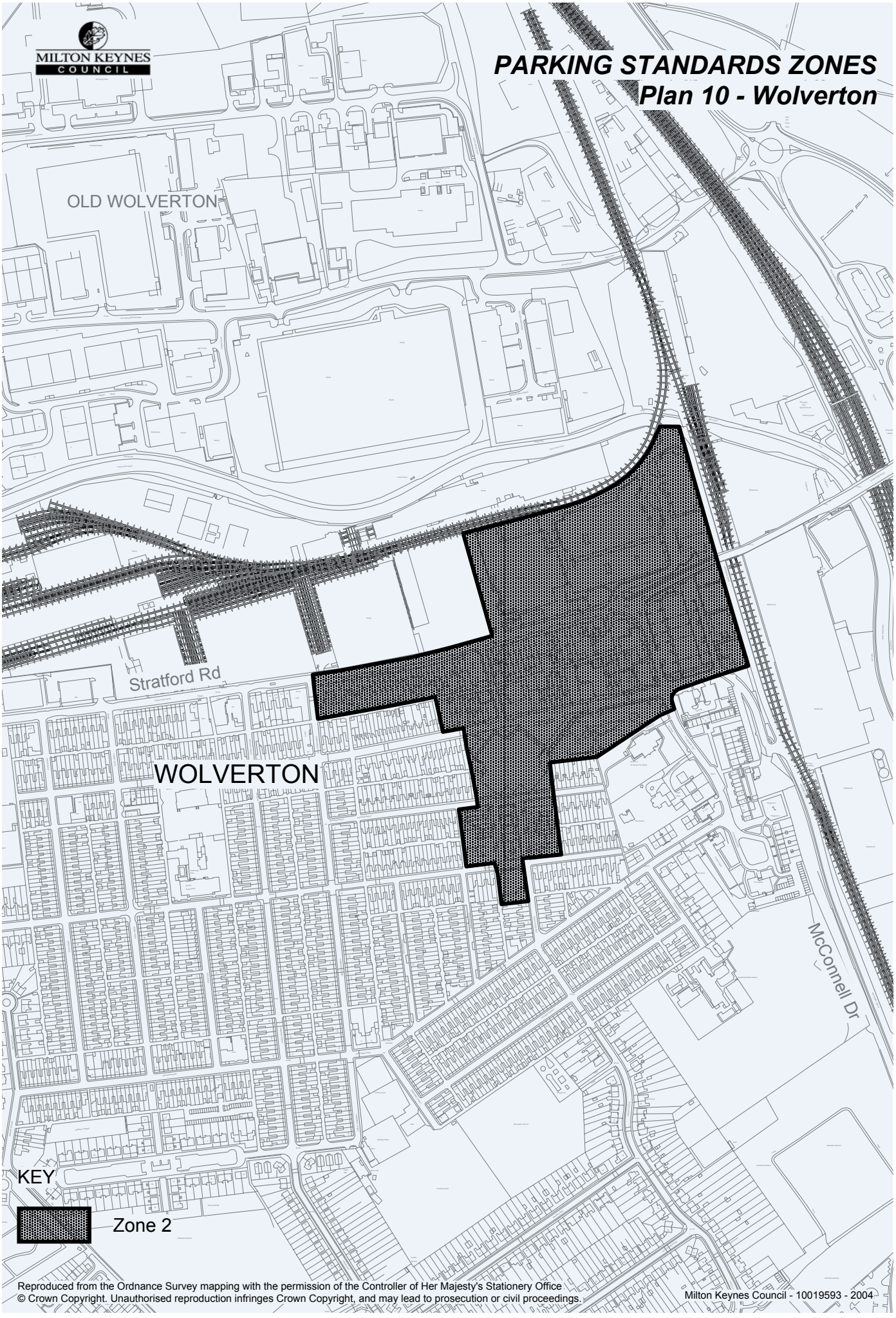
MILTON KEYNES COUNCIL
PARKING STANDARDS ZONES
Plan 10 - Wolverton
OLD WOLVERTON
Stratford Rd
WOLVERTON
McConnell Dr
KEY
Zone 2
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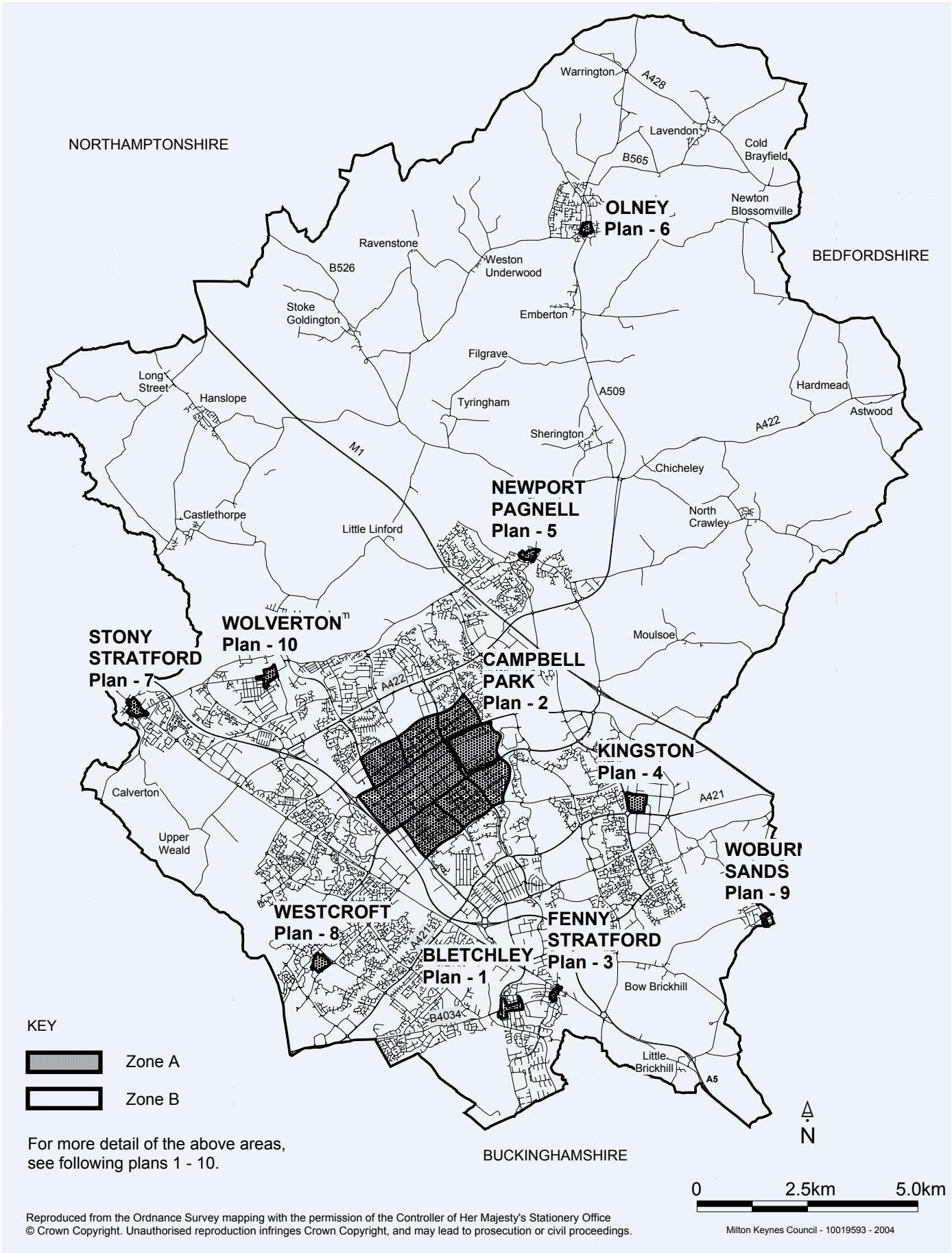
APPENDIX B - ZONE MAP FOR HOUSES IN MULTIPLE OCCUPATION



APPENDIX C - CMK BUSINESS NEIGHBOURHOOD PLAN POLICY CMKAP T4 AND TABLE 3 PARKING STANDARDS

Policy CMKAP T4

Parking

a) The car parking standards for CMK are shown in Table 3. These are the maximum number of parking spaces to be provided by new development.

b) Standards for disabled bays, cycles and powered two-wheeler parking are retained in accordance with the 2005 Parking Standards SPG, as is the need for work travel plans.

c) Developments are expected to meet the parking standards through on-plot parking. Where site constraints make it difficult to deliver 100% parking on-plot, a commuted sum representing the current build cost of the equivalent number of parking spaces in a Multi-Storey Car Park may be agreed with MK Council. Exclusive use of some off-plot spaces in these new MSCPs may also be negotiated with MK Council.

d) Within the Primary Shopping Area, there will be flexibility to provide parking off-site in the outer Blocks adjacent to the Primary Shopping Area, subject to agreement of the relevant landowner(s).

e) Shared private/public parking: To better utilise the available parking across CMK, developments that need to provide a large number of parking spaces (where the standard requires provision in excess of 250 spaces, excluding allocated residential spaces), a legal agreement should be entered into to ensure that a majority of parking spaces are made available to the public during off-peak hours.

f) Replacement parking: Some CMK development plots contain existing parking spaces that were provided as part of off-plot parking obligations from other developments. This existing parking must be replaced on a 1:1 basis and is additional to the amount of parking required by the new development itself.

g) Information and Communication Technology (ICT) to enable efficient use of parking: Parking facilities open to the public will be required to incorporate ICT to enable real-time monitoring of parking spaces that can be linked to an expanded Variable Messaging System (VMS). With likely advances in mobile applications ('apps') in future, consideration should also be given to proposed ICT systems that enable mobile phone and GPS devices to direct motorists to available spaces.

h) Minimising visual impact: Off-street car parking (including integral garages and multistorey car parks) should be located within development blocks to minimise visual impact on street frontages where at all possible.Where MSCPs are visible from the public realm they should be designed as a piece of architecture in their own right and contribute to the quality of building stock in CMK.

i) Servicing arrangements directly on Gates and Boulevards will not be acceptable, but access to servicing areas via Gates and Boulevards will be permitted.

j) Safe and attractive pedestrian access: All publicly available multi-storey or underground parking should provide pedestrian access to the facility on pedestrian desire lines and be linked to key destinations (including public transport services) by safe, attractive, and preferably sheltered pedestrian routes.

k) Standardised wayfinding for parking: To improve wayfinding and minimise confusion for motorists and pedestrians, developments that include public parking should provide signage in accordance with uniform standards specified by the Council.

Table 3 (of Appendix C) - CMKAP Parking Standards

Use Class	**CMKAP Parking Standards** (All values refer to 1 parking space per X square metres (m2) gross floor area, unless described otherwise)
A1 – Shops Food Non-Food	 1/46 1/66
A2 – Financial and Professional Services	1/66
A3 – Food and Drink	1/33
B1 – Business	1/50 + units > 300m2 1 HGV space/ 500m2 (min 1)
B2 – General Industrial	Not appropriate in this location
B8 – Storage and Distribution	Not appropriate in this location
C1 – Hotels and Hostels	1 space / 3 bedrooms + A3 @ 1/33 + D2 @ 1/16 seats
C2 – Residential Institutions	1 space / 6 bedspaces or most appropriate D1 standard
C3 – Dwellings 1 bed dwellings 2 bed dwellings 3 bed dwellings 4+ bed dwellings Unallocated parking, either on- or off-street in Campbell Park grid square (see C3 Note 2 below for CMK)	 1 per dwelling 1 per dwelling 2 per dwelling 2 per dwelling 1 per 3 dwellings
D1 – Non-Residential Institutions (a) Medical/ Health (b) Creche/Nursery (c) Schools (d) Higher Education (e-h) Art, museum, Library, Hall, Place of Worship	 2 spaces / consulting room +1/3 staff 1/3 staff + pick up and set down * 1/3 staff + pick up and set down * 1/6 staff + 1/30 students as D2
D2 – Assembly and Leisure Cinema / Theatre Stadia Other	 1/16 seats Not appropriate in this location 1/73
Car related uses	Not appropriate in this location
*See 2005 Parking Standards SPG for pick up and set down standards C3 Notes: 1. Garages are not counted as parking spaces 2. For developments in CMK where on-street parking is limited or restricted, on-site provision of un-allocated parking may be required at 1 per 3 dwellings 3. Developments that comprise a large proportion of 1 bed dwellings will be assessed individually.	

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M15142, January 2016