MILTON KEYNES COUNCIL

Parking Standards

Supplementary Planning Document

Consultation Draft

August 2015

M15142

The Consultation Draft SPD has been prepared by consultants, the Project Centre, on behalf of Milton Keynes Council.

The Draft SPD is out for consultation from **12th August to 7th October 2015.**

Responses should be sent by email to:

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Comments need to be received by 5pm on Wednesday 7th October, 2015.

NB: For the purposes of the Consultation Draft SPD, proposed changes to the currently adopted parking standards are shown in **red.**

In Sections 4, 5 and 6 where it is proposed not to carry forward text from the Residential Design Guide SPD as part of these draft standards, this is denoted by text which is crossed through. New text is shown in **red** whilst in all other cases the text is as it appears in the adopted Residential Design Guide SPD.

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Section 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 [date to be inserted]. 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.

1.4 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 Whilst the New Residential Development Design Guide will remain valid, elements relating to parking have been superseded by this document.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

1.5 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.

1.6 At the time of writing these standards, the government is amending 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 development 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.

1.7 At the time of adoption, local policy is provided by Development Plan, comprising the MK Local Plan (2005), Core Strategy and Neighbourhood Plans. The Core Strategy provides strategic planning policies. More detailed policies are then provided by the Local Plan, Neighbourhood Plans and Supplementary Planning Documents.

1.8 Relevant policies included in the Core Strategy include CS11 and CS10 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.

The Development of these Standards

1.9 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.

1.10 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;

1.11 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 stakeholder workshops undertaken in June 2015. A public consultation was then held in summer 2015.

Milton Keynes Context

1.12 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 free 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

1.13 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.

1.14 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.

1.15 It is also acknowledged there is a need to reflect local circumstances and the requirements of individual developments when assessing applications

1.16 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.

1.17 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;

1.18 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 with its Transport Development Control officers in the first instance.

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

1.20 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, though the final package of measures should be tailored to the development and site in question.

1.21 Such an approach is consistent with the NPPF.

1.22 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.

1.23 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 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 acceptable.

1.24 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.

1.25 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 is likely to transfer parking to other locations, development would be considered inappropriate.

The Zones

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

1.27 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.

1.28 The Council has identified four zones as follows:

- Zone 1

Central Milton Keynes

- Zone 2

Campbell Park, the district centres of Westcroft and Kingston, 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.

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

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

1.31 Plans of the zones are provided within Appendix A.

Section 2 Vehicle Parking Standards

Introduction

2.1 The tables presented on pages 8 to 12 shows 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.

2.4 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 overleaf 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.

Parking for Powered Two Wheelers

2.9 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.

2.10 The Council's current Local Transport Plan does not establish an overall mode share target for powered two wheelers or

[1] Inclusive Mobility (Department for Transport, 2005)

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].

2.11 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.

2.12 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

2.13 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).

2.14 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

2.15 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

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

- All parking levels relate to gross 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 above;
- 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;

[2] Guidelines for Motorcycling (Institute of Highway Engineers (IHE), 2014)

- Where it is calculated that part of a space is required, this should be rounded up.

[For the purposes of this draft document, proposed changes to the currently adopted standards are shown in red]

Table 1 Vehicle Parking Standards

Use Class	Accessibility Zone				Rationale (Column included for consultation purposes only)
	Zone 1	Zone 2	Zone 3	Zone 4	
A1- Shops (m^2) Food	1/46 m^2	1/23 m^2	1/14 m^2	1/14 m^2	The existing standard is comparable to other authorities and the consultation results to date do not indicate a particular desire for change. However, as with all uses where the standard is consistent with the minimums currently adopted, the introduction of greater flexibility as outlined in Section 1 of these standards does allow more flexibility where justified.
Non-food	1/66 m^2	1/33 m^2	1/20 m^2	1/20 m^2	
A2- Financial and Professional Services	1/66 m^2	1/33 m^2	1/20 m^2	1/20 m^2	As A1.
A3- Restaurants and Cafes (dining area m^2)	1/8 m^2 + 1/6 m^2 for staff	1/6 m^2 + 1/5 m^2 for staff	1/4 m^2 + 1/4 m^2 for staff	1/4 m^2 + 1/4 m^2 for staff	Adjusted to provide additional standards within the A3 A4/ A5 categories. Also reflects dining area
A4- Drinking Establishments (bar area m^2)	1/6 m^2 + 1/6 m^2 for staff	1/4 m^2 + 1/5 m^2 for staff	1/3 m^2 + 1/3 m^2 for staff	1/3 m^2 + 1/3 m^2 for staff	No current standard. Proposed comparable with other authorities.
A5- Hot Food Takeaways (public area m^2)	1/6 m^2 + 1/5 m^2 for staff	1/4 m^2 + 1/4 m^2 for staff	1/3 m^2 + 1/24 m^2 for staff	1/3 m^2 + 1/24 m^2 for staff	No current standard. Proposed reflects short term nature of parking for such uses.
B1-Business (a) Offices (b) Research/Development **(c)** Light Industry	1/50 m^2	1/50 m^2	1/30 m^2	1/30 m^2	Existing standard retained.
	B1(a) (b) and (c) over300 m^2 expected to provide one HGV space per 500 m^2 or a minimum of one.				
B2 – General Industrial (m^2)	Not appropriate in this location	1/100 + office element as per B1 + 1.0 HGV per 300 m^2 or min 1	1/60 + office element as per B1 + 1.0 HGV per 300 m^2 or min 1	1/60 + office element as per B1 + 1.0 HGV per 300 m^2 or min 1	New figures provided by MK.
B8- Storage and Distribution (m^2)	Not appropriate in this location	1/166 + office element as per B1 + 1.0 HGV per 300 m^2 or min 1	1/100 + office element as per B1 + 1.0 HGV per 300 m^2 or min 1	1/100 + office element as per B1 + 1.0 HGV per 300 m^2 or min 1	New figures provided by MK.
C1- Hotels and Hostels	1/3 bedrooms + A3 +	1/2 bedrooms + A3 +	1/2 bedrooms + A3 +	1/1 bedrooms + A3 +	No change.

Use Class	Accessibility Zone				Rationale (Column included for consultation purposes only)
	Zone 1	Zone 2	Zone 3	Zone 4	
	D2	D2	D2	D2	
C2- Residential Institutions Care Homes	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.				Intended to cater for adequate parking at those homes housing a large proportion of active residents who are likely to still own and drive cars without imposing an unreasonable car parking requirement on those establishments offering a higher level of care.
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)	1/3 per staff	1/6 students where linked to Travel Plan measures + 1/2 per 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	Based upon other local authority benchmarking (Reading).
C2 - Hospital (Outpatients)	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	1	1 + 0.33 unallocated	1 + 0.33 unallocated	1 +)0.33 unallocated	Visitor allowance for zones 1 and 2 increased as per consultation feedback, emerging CMK Neighbourhood Plan and existing evidence of parking pressure in certain residential developments. However, greater flexibility for developers as to how parking is provided e.g. through additional, sympathetically designed on-street parking (see Section 4). The standard also allows for
2 bedrooms	1	1 + 0.33 unallocated	2 + 0.25 unallocated	2 + 0.25 unallocated	
3 bedrooms	2	2 + 0.33 unallocated	2 + 0.5 unallocated	2 + 0.5 unallocated	

Use Class	Accessibility Zone				Rationale (Column included for consultation purposes only)
	Zone 1	Zone 2	Zone 3	Zone 4	
4+ bedrooms	2	2 + 0.33 unallocated	2 + 0.5 unallocated	3 + 0.5 unallocated	the fact that car ownership in smaller units is lower with the 2011 census indicating that 41.5% of residents living in flats do not have access to a car, compared to 14.8% of those living in other accommodation types.
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)	3/1 consulting room	3/1 consulting room	4/1 consulting room	5/1 consulting room	
D1b- Creche, Nursery	1/2 FTE staff + drop off for 1/6 children	1/2 FTE staff + drop off for 1/6 children	1/1 FTE staff + drop off for 1/4 children	1/1 FTE staff + drop off for 1/4 children	Only nearby alternative parking will be considered as experience at nursery sites would suggest that parents who drive are likely to want to get as close to the site as possible for the practical reasons of unloading children. Whilst there is a desire to increase the standard this would not be comparable to other authorities and fail to recognise that peak demand occurs for relatively short periods at the start and end of the day.
	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	1/2 FTE staff + 1 drop off space per 9 pupils	1/2 FTE staff + 1 drop off space per 9 pupils	1/1 FTE staff + 1 drop off space per 6 pupils	1/1 FTE staff + 1 drop off space per 6 pupils	The Zone 1 staff rate has been increased in accordance with 2011 Census travel to work patterns for Milton Keynes. The drop off requirement for schools for pupils aged 8-11 years or 4-11 years has been increased to match that for first schools on the basis that the proportion of children brought to school by parents will not vary significantly. The target for schools catering for pupils
Pupil Age 8 – 11 years	1/2 FTE staff + 1 drop off space per 9 pupils	1/2 FTE staff + 1 drop off space per 9 pupils	1/1 FTE staff + 1 drop off space per 6 pupils	1/1 FTE staff + 1 drop off space per 6 pupils	

Use Class	Accessibility Zone				Rationale (Column included for consultation purposes only)
	Zone 1	Zone 2	Zone 3	Zone 4	
Pupil Age 4 – 11 years	1/2 FTE staff + 1 drop off space per 9 pupils	1/2 FTE staff + 1 drop off space per 9 pupils	1/1 FTE staff + 1 drop off space per 6 pupils	1/1 FTE staff + 1 drop off space per 6 pupils	aged 11 years and over has been switched so that less drop off provision is now required for schools in Zones 1 and 2 than Zones 3 and 4 to reflect the greater accessibility of schools in this zone. The existing/ proposed drop off rates are generous compared to other authorities and increasing them further would be in conflict with the Council's LTP3 performance indicator relating to schools (LTP4- excluding car share, to reduce percentage of journeys to school from 29% to 20% by 2031). See also Section 2.6. School providers are strongly encouraged to think ahead when planning a new school and ensure that the site is future proofed to provide additional car parking should the school expand at a later date. In order to cater for special events such as open evenings and community uses, it is recommended that play spaces are designed to be accessible by vehicle in order to provide the dual purpose of providing overflow parking for such occasions and reduce the impact on neighbouring residents.
Pupil Age 11 years +	1/2 FTE staff + 1 drop off space per 20 pupils	1/2 FTE staff + 1 drop off space per 20 pupils	1/1 FTE staff + 1 drop off space per 15 pupils	1/1 FTE staff + 1 drop off space per 15 pupils	
Further/ Higher Education	1/2 FTE staff + 1/30 students	1/2 FTE staff + 1/25 students	1 FTE staff + 1/15 students	1 staff + 1/15 students	Although there are a low number of households in the authority (51) where all residents are full time students and data should consequently be interpreted carefully, 2011 Census data indicate that 37.3% of these do not have access to a car. By comparison, the figure for south east England is 45.5%.
D1 d/e/f/g- Art Gallery/ Museum/ Library/ Public Hall	1 space per 30 m^2				New standard based upon benchmarking against other authorities (Bedford BC and Stevenage).

Use Class	Accessibility Zone				Rationale (Column included for consultation purposes only)
	Zone 1	Zone 2	Zone 3	Zone 4	
D1 h- 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	Past planning permissions for Places of Worship shows no apparent correlation between the number of congregation and the ratio of parking spaces. However, neighbouring authorities adopted standards related to fixed seats, and all of them provide ratio related to GFA. It can be seen that 1 space per 10 sqm is fairly common and generally relates to the MK suggestion of 1 space per 4 / 5 persons. As such this is proposed as a good standard for the SPD.
D1 h- Place of Worship 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					Added standard for swimming pool, sports hall and gym based upon local authority benchmarking.
Cinema	1/16 seats	1/8 seats	1/5 seats	1/5 seats	
Gym/ Fitness Centre	1/20 m^2 public areas	1/15 m^2 public areas	1/10 m^2 public areas	1/10 m^2 public areas	
Sports Hall	2 spaces per court	2 spaces per court	3 spaces per court	4 spaces per court	
Swimming Pool	1/30 m^2 public area	1/15 m^2 public area	1/10 m^2 public area	1/10 m^2 public area	
Others	1/73	1/36	1/22	1/22	Existing standard retained.
Sui Generis- Theatre	1/16 seats	1/8 seats	1/5 seats	1/5 seats	Added as use
Sui Generis- Car Related Uses	Not appropriate in this location	1/12.5 m^2 general storage 1/100 m^2 display areas (internal and external) 3/bay MoT/Tyre/Exhaust	1/12.5 m^2 general storage 1/100 m^2 display areas (internal and external) 3/bay MoT/Tyre/Exhaust	1/12.5 m^2 general storage 1/100 m^2 display areas (internal and external) 3/bay MoT/Tyre/Exhaust	As per the existing standard.
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.				

Section 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 of 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 minimum 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.

Table 2 Cycle Parking Standards (Minimum Provision)

Use Class	Casual / Visitor Parking	Employee / Staff / Resident Parking	Rationale (Column included for consultation purposes only)
A1/ A2- Shops, Services	1 per 100 m^2	1 per 200 m^2 or 1/10 FTE employees	Existing standard comparable to other authorities. Staff rates are based on a rate of 10% cycling, with staff numbers established from the Homes and Communities Agency's Employment Density Guidelines 2nd Edition (2010) B1-B8 visitor provision based on comparable authorities as is the standards for C1 and C2. 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.
A3- Cafe/ Restaurant	1 per 50 m^2	1 per 200 m^2 or 1/10 FTE employees	
A4- Drinking Establishment	1 per 50 m^2	1 per 10 FTE employees	
B1- Business/ Offices	Min 2 for visitors and at 1 per 500 m^2 thereafter	1 per 120 m^2 or 1/10 FTE employees	
B2- General Industrial	Min 2 for visitors and at 1 per 500 m^2 thereafter	1 per 400 m^2 or 1/10 FTE employees	
B8- Storage and Distribution	Min 2 for visitors and at 1 per 1000 m^2 thereafter	1 per 700 m^2 or 1/10 FTE employees	
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 Hospitals, 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 employees	
D1- Non-residential Institutions: Education Nursery/ Crèche	1 per 10 children	1 per 10 FTE employees	
Pupil Age 4-7yrs	1/year group	1 per 8 Pupils + 1 per 10 FTE Provision for Scooters Parking: 5- 50% of total Cycle spaces	
Pupil Age 8-11yrs		1 per 6 Pupils + 1 per 10 FTE Provision for Scooters Parking: 5- 25% of total Cycle spaces	
Pupil Age 4-11yrs		1 per 7 Pupils + 1 per 10 FTE Provision for Scooters Parking: 5- 25% of total Cycle spaces	

Use Class	Casual / Visitor Parking	Employee / Staff / Resident Parking	Rationale (Column included for consultation purposes only)
Pupil Age 11 years +	1/year group	1 per 10 FTE employees and 1 per 5 students	
Higher/ Further Education	1 per 5 students	1 per 5 FTE employees	
	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 employees	
D2- Assembly and Leisure	1 per 25 seats or 50 m^2	1 per 10 FTE employees	

Section 4 Parking for Residential Uses

Introduction

[Where it is proposed that items are not to be carried forward from the Residential Design Guide SPD as part of these draft standards these are denoted by text which is crossed through. Additional items are shown in red whilst in all other cases the text is as it appears in its currently adopted form.]

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 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.

~~The parking standards for Houses in Multiple Occupation (HiMO) are contained within the HiMO SPD.~~

Car Parking Locations

~~The location of car parking has an important influence on block structure and is therefore included in this section on "Building a Place". It~~

4.3 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.

- ~~These~~ standards ~~show the minimum requirement for parking provision;~~

- Garages do not count as parking spaces;

- ~~Garages are an important design feature of residential developments, which if well designed can provide useful additional space for dwellings. Garages with minimum internal dimensions of 3 x 7 metres are considered large enough for the average sized family car and cycles, as well as some storage space;~~

- Detached homes with 5+ bedrooms will generally be expected to have at least 2 on-plot, independently accessible parking spaces.

~~For smaller homes (i.e. 4 bedrooms or fewer), independently accessible on-plot parking spaces are preferred but tandem parking (including any similar layout where the spaces are not independently accessible) will be acceptable, provided that;~~

- ~~The unallocated (on-street) provision is visible from and in close proximity (within 15m from the front of~~

~~the property) to those homes that have tandem parking (or any similar layout where the spaces are not accessed independently);~~

- ~~The on-street provision does not encroach into the carriageways on bus routes and other primary residential streets (types 5-7) so as to allow for the movement of free flowing traffic, including service delivery vehicles;~~
- ~~There is no maximum requirement;~~
- ~~Parking for flats should be clearly and suitably signed from all approaches.~~
- ~~The National Planning Policy Framework has given local authorities increased autonomy to establish their own parking standards according to its own context and particular circumstances.~~

4.4 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 ~~footpath~~ path through rear garden further discourages use;
- Surveillance of the rear parking area blocked by garden fences.

4.5 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, sightlines are blocked;
- Cluttered and “untidy” street scenes;
- Verges becoming unsightly which further undermines the streetscape;
- ~~Footpaths~~ Footways become impassable.

4.6 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.

4.7 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).

4.8 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.

~~4.9 If 1 and 2 parking provision by the means outlined in paragraphs 4.8-4.9 can't cannot be achieved alternate methods of providing parking should be discussed at an early stage with the Council.~~

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~~(in front of garage or on hardstanding)~~;
- As a "drive through" to hardstanding within the rear garden; or
- To the front as right-angled, or parallel parking;

~~This is a very common and acceptable way of accommodating parking for detached and semi-detached housing.~~

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. ***(Figure 1)***

Figure 1 Drive-through Parking Within Rear Garden

Drive-through parking within rear garden

On-Plot Parking to the Front

4.15 A variation of the on-plot parking solution is the provision of right-angled parking to the front of the dwelling. In the examples opposite ***(Figure 2 overleaf)*** , the cars are parked within the curtilage of the properties and therefore constitute allocated spaces. It is important to note the annotations on each of the sketches as they hold important design information. ~~Right-angled parking could include an integral garage but then wider frontage types (9-11 metres) are encouraged.~~

4.16 For smaller homes (i.e. 4 bedrooms or fewer), 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 5-7) so as to allow for the movement of free flowing traffic, including service delivery vehicles.

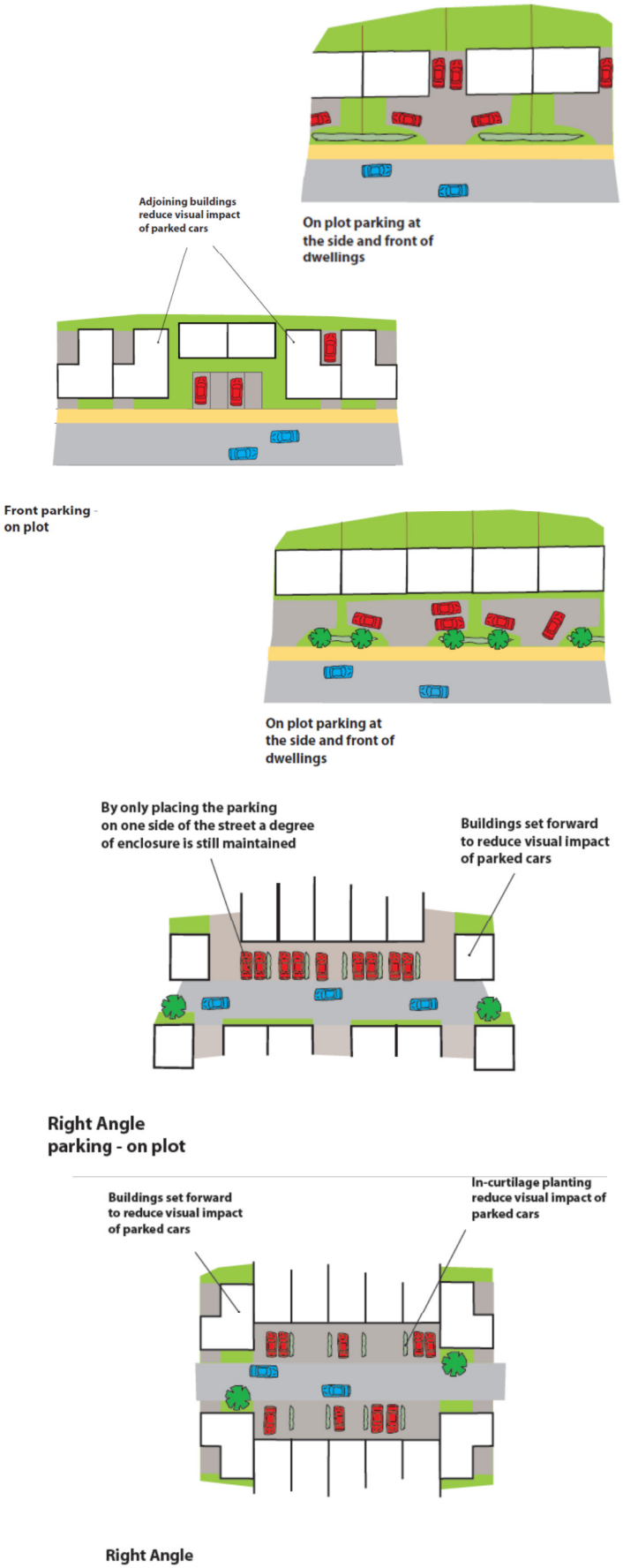
4.17 Parking spaces in front of garages must be at least 6 metres long in order to allow access to the garage without a car overhanging the footway.

Carports

4.18 ~~Unlike garages, carports can be counted as on-plot car parking because they are unlikely to be used for storage.~~ ~~However,~~ There are concerns where carports are accessed from the public realm as they ~~provide gathering spaces for youths, and are~~ often poorly surveilled. 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.

[3] For the avoidance of doubt, “additional” means in addition to the usual requirement for unallocated on-street parking spaces.

Figure 2 On-Plot Parking



Parking Courts

Rear Parking Courts

4.19 Rear parking courts have proved unpopular as parking choices for residents and are therefore not supported as a parking option in Milton Keynes. It is however accepted that for certain streets, frontage access for vehicles from the street can't be achieved or is not permitted. In these cases small private and secure rear parking courts may therefore be ~~required~~ accepted. ~~The Design Guide does therefore in Appendix D outline guidance on what makes for a good quality rear parking court.~~

4.20 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 ~~EP~~) 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.

4.21 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.

4.22 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 should be located opposite to the fronts of dwellings in order to provide overlooking of the access;
- There should only be one public entrance into a parking court, to be used by both vehicles and pedestrians;
- Parking courts must be well lit and achieve appropriate BS standards. Ground level lighting should be provided;
- In order to aid surveillance, the boundaries of houses that abut parking courts should be a maximum 1.5 metres high with an additional 300 mm visually permeable trellis on top.

4.23 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 ~~pavements~~ footways).

~~4.24 Because of their higher density, apartments often need parking in the form of courts. These are not referred to as rear parking courts if front entrances and habitable rooms face the parking court. Care needs to be taken that entrances also face the street (i.e. dual frontages are created). In these such cases, these parking courts are acceptable. For apartments, there is no requirement for a permeable upper 300 mm to the boundary treatment.~~

4.25 All homes must be accessible from the rear through lockable gates that can be opened by means of a key from both sides. ~~Footpaths~~ 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.

4.26 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.

4.27 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.

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

4.29 Illustrative plans is shown in ***Figure 3***.

~~4.30 Parking courts should be softened with limited landscaping (limited because too much will merely increase the size of the rear parking court). Appropriate tree~~

species should be used to ensure that views into the court are not obstructed.

4.31 Where there are two rear parking courts adjoining each other, they must have a 1.8 metres solid structure (preferably brick wall) separating them.

4.32 The Council and MKP have dealt with numerous planning applications where developers have located one or two houses within a rear parking court. This has largely been to provide some surveillance of the parking court.

4.33 The problem with this design solution is that it undermines the privacy of a rear parking court, blurring the required clear distinction between public and private space. For this reason housing will not be permitted within rear parking courts. Surveillance of the parking courts can be achieved through other means.

4.34 4.34 Flats Over Parking (FOPs) have often been included in rear parking courts to help with surveillance of the latter. They do however compromise the privacy, security and public-private interface of the parking court and are therefore not permitted.

4.35 Where FOPs can be used is to screen and protect rear parking courts. They must form part of the street frontage with the FOP needing to have its front door facing the street.

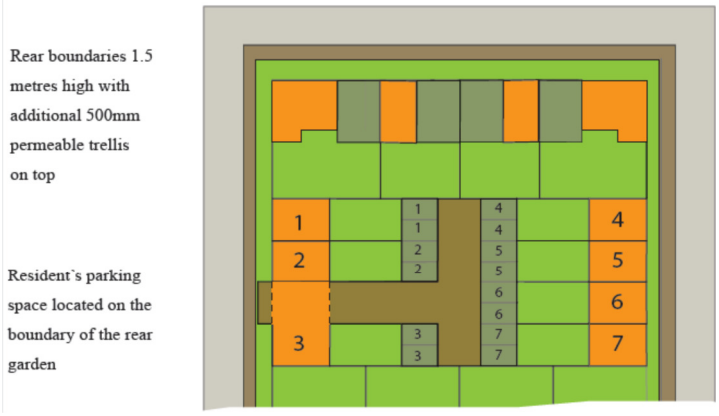
Figure 3 Illustration for Rear Parking Courts

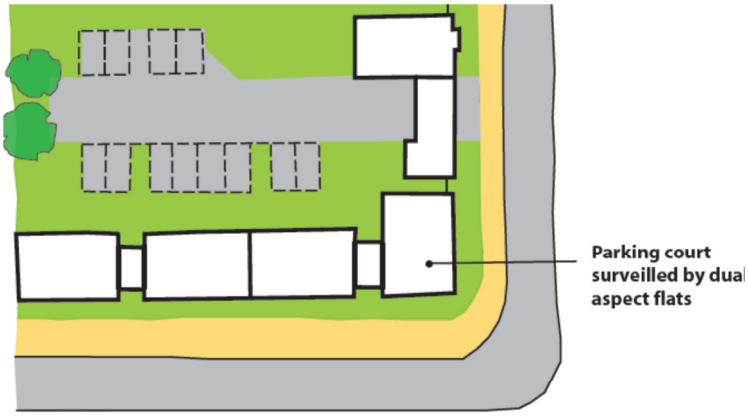
"Bridge over unit" makes a clearer definition that the rear court is private

Rear parking courts must be secure and not "leaky"

Secure rear parking court

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





Rear parking court serving apartments

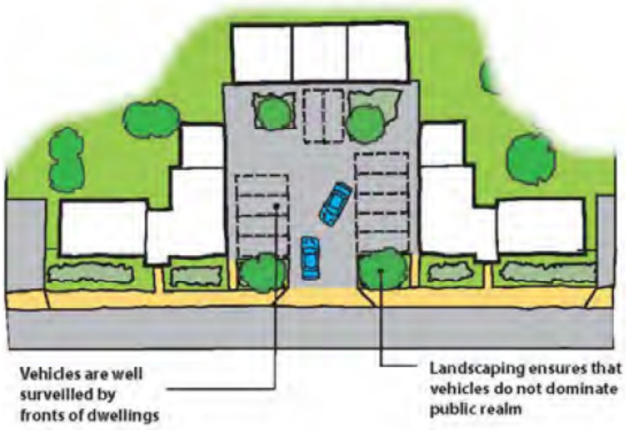
Plan showing FOPs used to screen and protect rear parking courts

~~Parking Courts~~

Front Parking Courts

4.36 These are ~~in effect rear parking courts~~ located at the front where people like to park and where parking can be overlooked and be close to front doors. ***(Figure 4)***

Figure 4 Front Parking Courts



On Street Parking

4.37 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.

4.38 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 ~~pavement~~ footway from passing traffic;
- Making efficient use of land, as the street provides the means of access and parking spaces are shared.

4.39 ~~Where possible,~~ Layby parking should be provided in groups of 3-5 ~~bays~~ spaces. If there are more than 5 spaces in a row they should be broken up by landscaping.

~~4.40 Visitor parking must always be provided on-street.~~

~~4.41 On-street parking can be provided in two different configurations; echelon or parallel.~~

~~4.42 Where echelon or right angled parking is used on higher level streets, buildings need to be taller to compensate for the wider street. Landscaping should also be used to break up the possible visual dominance of the cars.~~

4.43 Parallel parking can either occur adjacent to the carriageway or within the carriageway ***(Figure 5)***. When they are located within the carriageway, they can assist with speed restraint. Some form of ~~planting~~ 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 5 Parallel Parking Arrangement

Parallel parking within the carriageway -Woburn Sands

4.44 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.

4.45 ~~Wide frontage housing (9-11m) allows a greater percentage of on-street parking to be provided and is an important consideration when designing layout and housetypes (see section 3.8 on housing typologies).~~

4.46 ~~Streets with single-sided development, facing open space, provide opportunities to accommodate on-street parking. Spaces can be provided on the other side of the street, where there are no driveway crossovers. This is particularly useful where on-plot parking for housing is provided in the form of tandem parking.~~

4.47 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'

4.48 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.

4.49 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 onto the carriageway. Individual parking bays are generally not supported where the footpath diverts its alignment continually to get around them. The sketch, ***(Figure 6)*** however shows 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

4.50 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, ***(Figure 7)***. In more informal layouts, parking can be provided within a predominantly hard-surfaced space.

Figure 6 Parking Streets

Parking street - streets wide enough to accommodate parked cars and two way traffic

Figure 7 Public Squares

Example of formal public square layout accommodating parking around its edge

4.51 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.

Central Reservations

4.52 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. ***(Figure 8)***

Figure 8 Parking at Central Reservations

Parking in the central reservation - Oxley Park

Section 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.

~~Where no dedicated parking is provided for a leisure attractor (e.g. a skatepark) located in a linear park or other open space, it is suggested that the streets closest to the facility (normally those lining the linear park) include additional on-street parking to cater for those users arriving by car.~~

Cycle Parking Design (enlarge Font and make 'Section 6'

~~Providing enough convenient and secure cycle parking at people's homes for both residents and visitors is critical to increasing the use of cycles.~~

5.4 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.

5.5 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.

5.6 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.

5.7 ~~The~~ 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.

Section 7 Other Vehicles and Parking Layouts

Powered Two-wheelers

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

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

6.3 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.

6.4 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 protection from weather and damage. Storage areas for clothing and equipment should also be provided.

6.5 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.

6.6 Individual spaces should not be marked in order to make the most efficient use of the available space. Most machines range from 700mm to 1000m 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

Use Class	Provision
All types housing of 10 units or more, or GFA of 1000 m^2 or more	A minimum of 2 spaces with anchorage points, 1 space per 70 total car spaces
Minor Developments housing below 10 units or gfa below 1000 m^2	Case by case

Electric Vehicles

6.7 Parking standard for Electric Vehicles for developments at all zones will be sought on the following basis ***(Table 4)***:

Table 4 Parking Standards for Electric Vehicles

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

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

6.8 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.

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

6.10 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.

6.11 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).

6.12 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

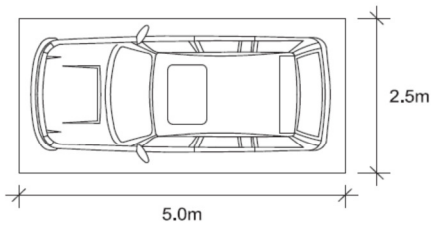
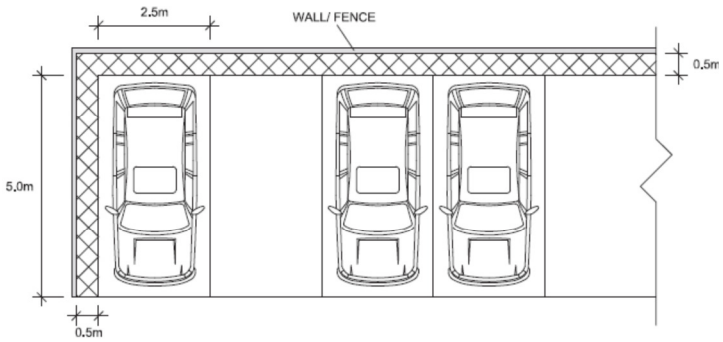


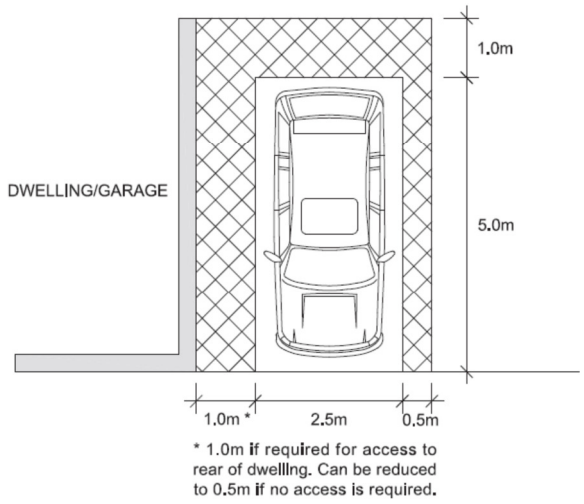
Diagram 1:Parking space

Diagram 2 Space adjoining a wall / fence



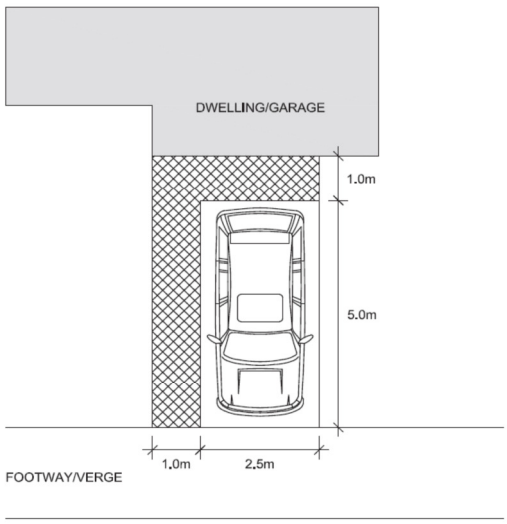
[4] For non-residential parking in car parks with perpendicular spaces and an aisle width of at least 6.0m, an absolute minimum of 2.3m width may be acceptable for groups of 12 or more adjoining spaces.

Diagram 3 Parking Space adjoining a dwelling / garage



Diagrams 3 :Parking space adjoining a dwelling/garage

Diagram 4 Parking Space adjoining a dwelling / Garage



Diagrams 4:Parking space adjoining a dwelling/garage

~~Dwellings designed to meet Lifetime Homes standards will have to provide larger car parking spaces (see section 4.2 of the Design Guide). Details of the requirements can be found on the following website: www.lifetimehomes.org.uk.~~

Layouts for Service vehicles and HGVs

6.13 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.

6.14 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.

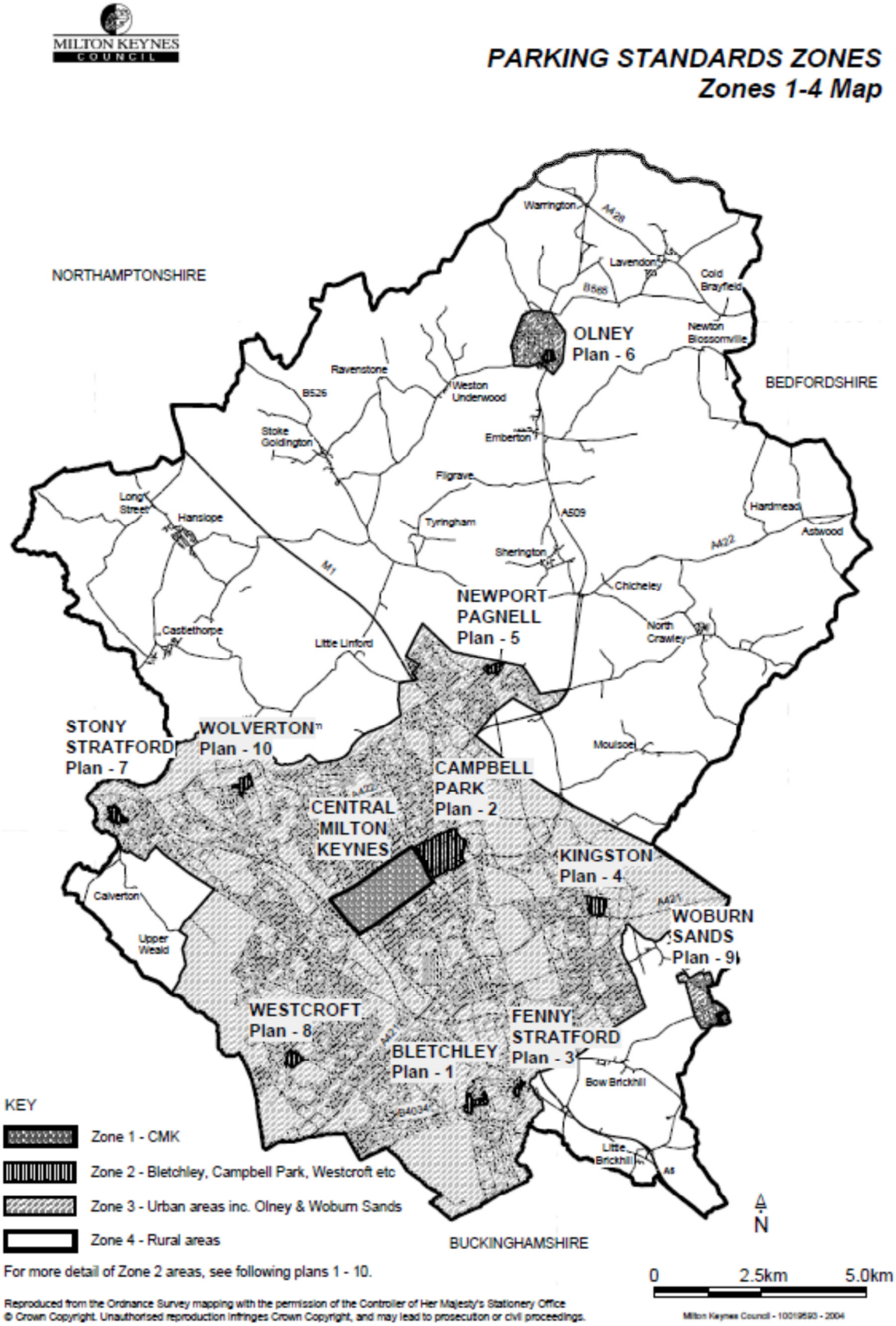
6.15 Principally the preferred parking bay size for these vehicles should be used as set out in ***Table 5***.

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

6.16 Further Guidance is contained within the FTA publication, Designing for Deliveries.

Appendix A Maps of Parking Standards Zones




MILTON KEYNES COUNCIL
PARKING STANDARDS ZONES
Plan 1 - Bletchley
V4 Watling St
DENBIGH
V7 Saxon St
BLETCHLEY
Buckingham Rd
KEY
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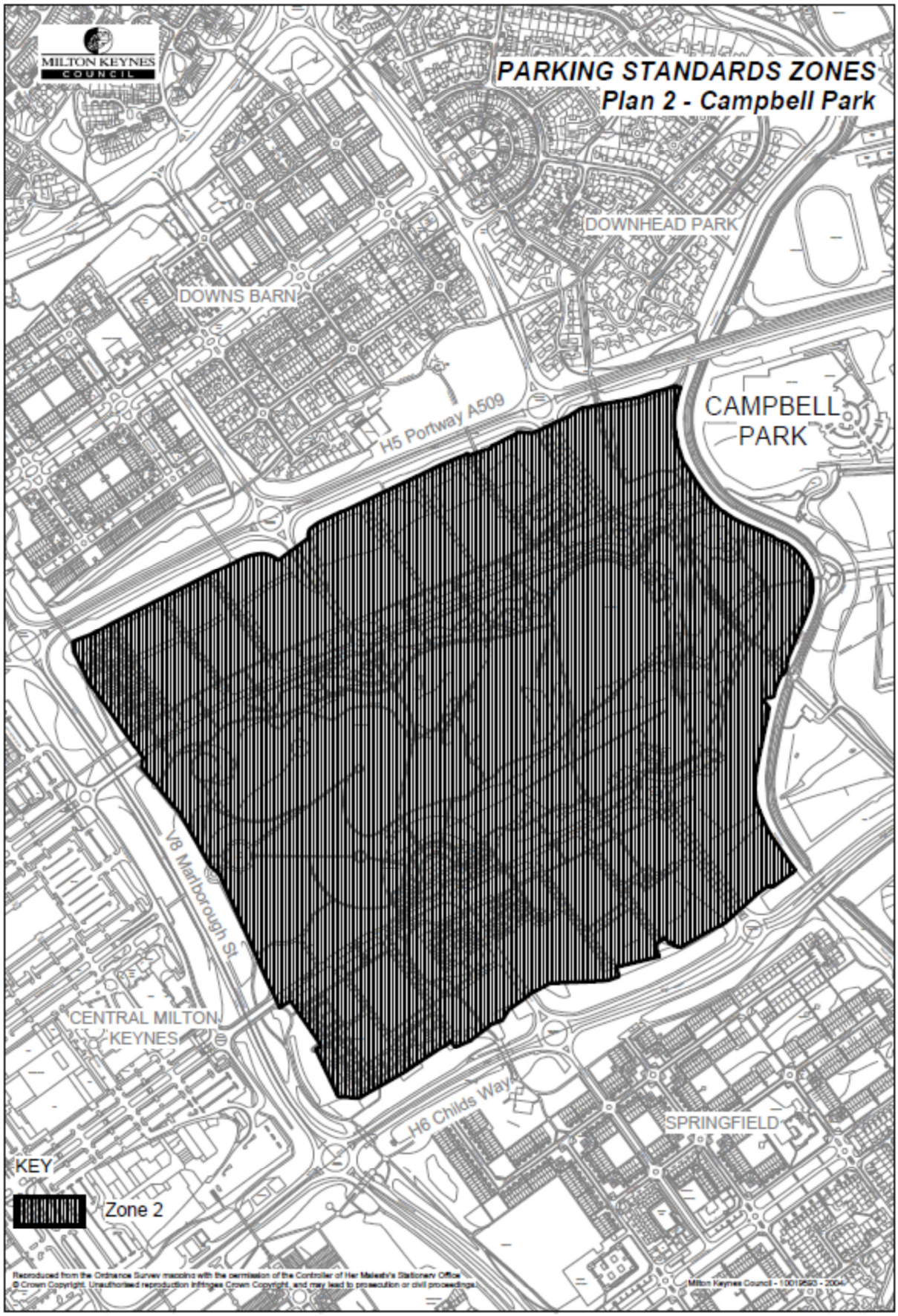
MILTON KEYNES COUNCIL
PARKING STANDARDS ZONES
Plan 2 - Campbell Park
DOWNHEAD PARK
DOWNS BARN
H5 Portway A509
CAMPBELL PARK
V8 Marlborough St
CENTRAL MILTON KEYNES
H6 Childs Way
SPRINGFIELD
KEY
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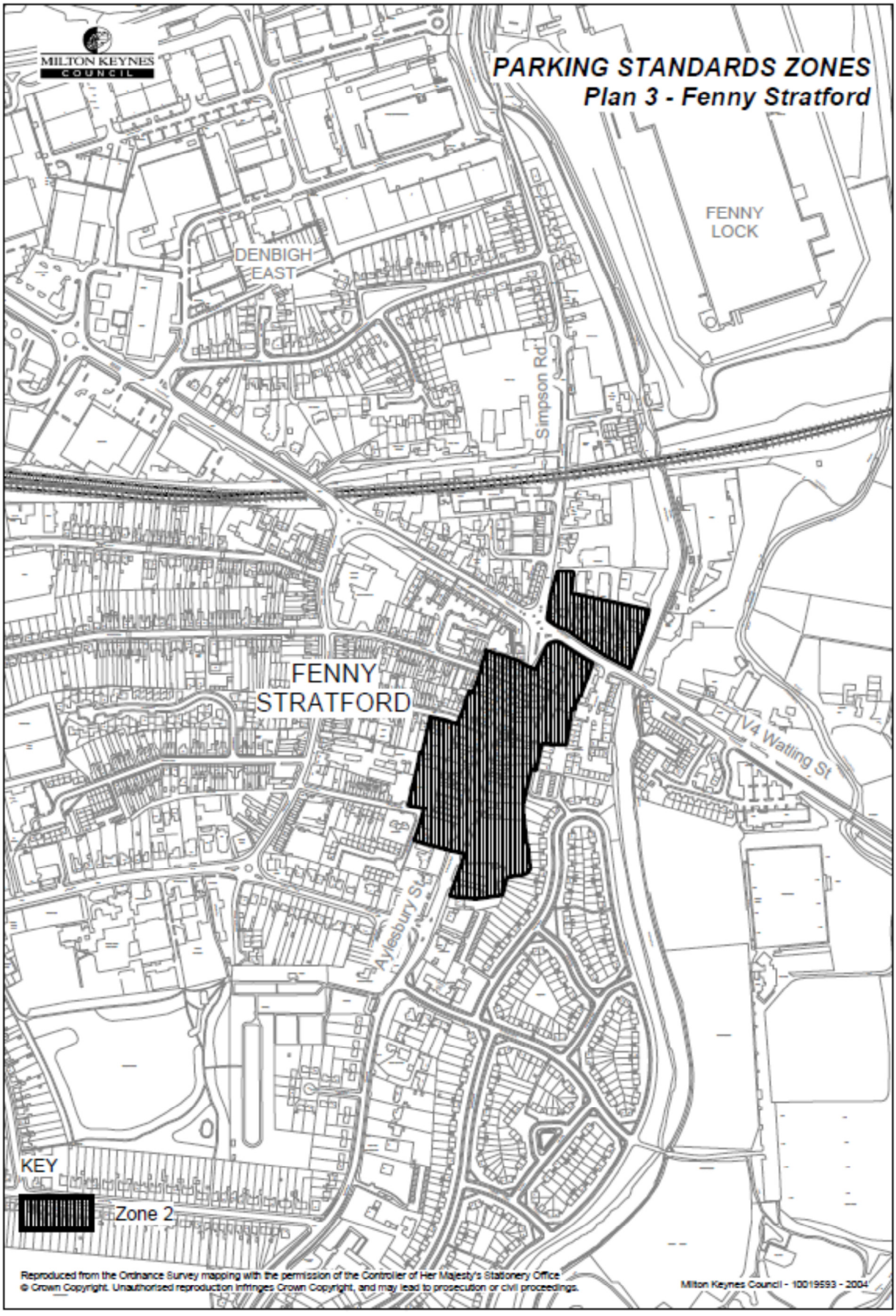
MILTON KEYNES COUNCIL
PARKING STANDARDS ZONES
Plan 3 - Fenny Stratford
FENNY LOCK
DENBIGH EAST
Simpson Rd
FENNY STRATFORD
V4 Watling St
Aylesbury St
KEY
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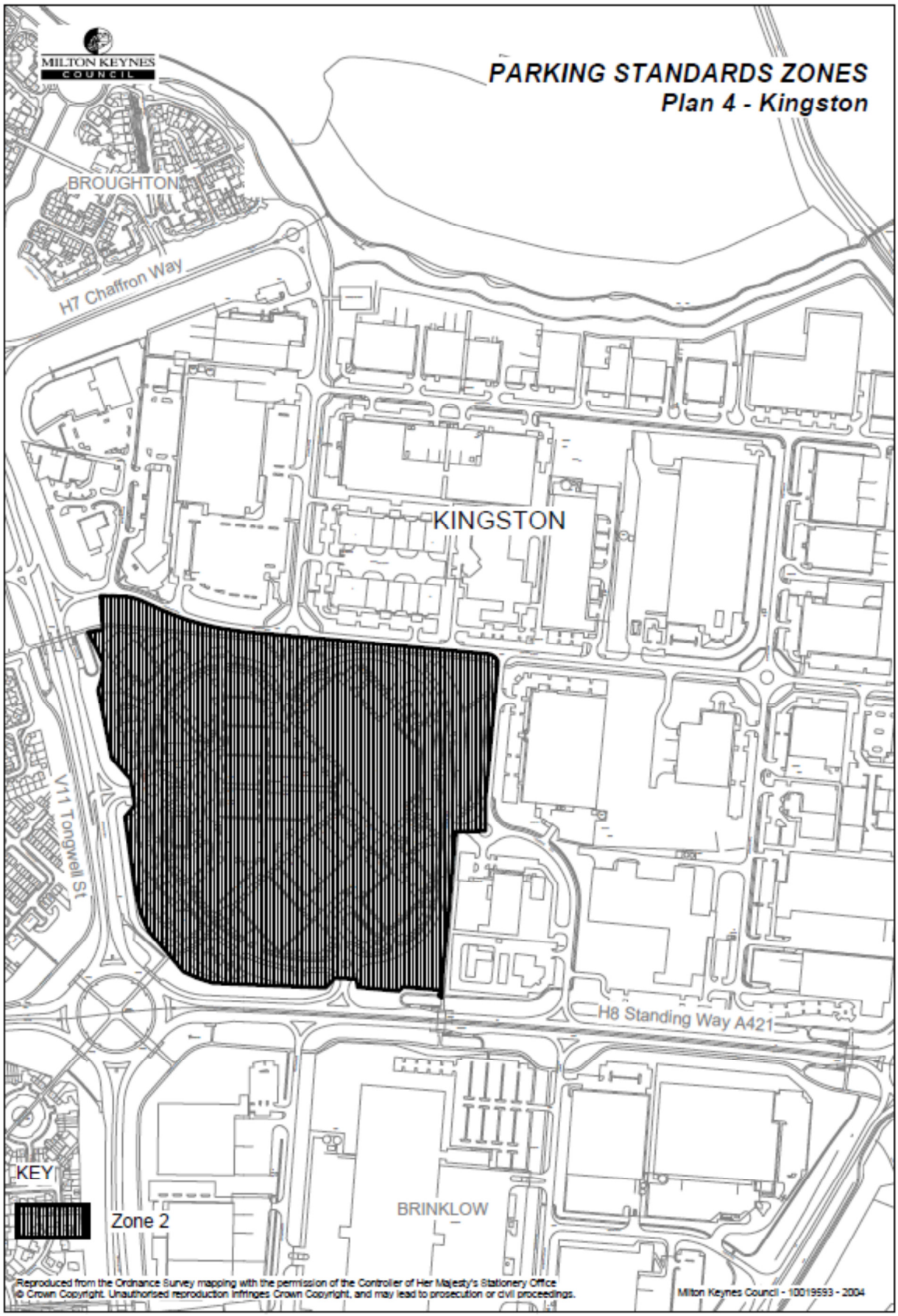
MILTON KEYNES COUNCIL
PARKING STANDARDS ZONES
Plan 4 - Kingston
BROUGHTON
H7 Chaffron Way
KINGSTON
V11 Tongwell St
H8 Standing Way A421
BRINKLOW
KEY
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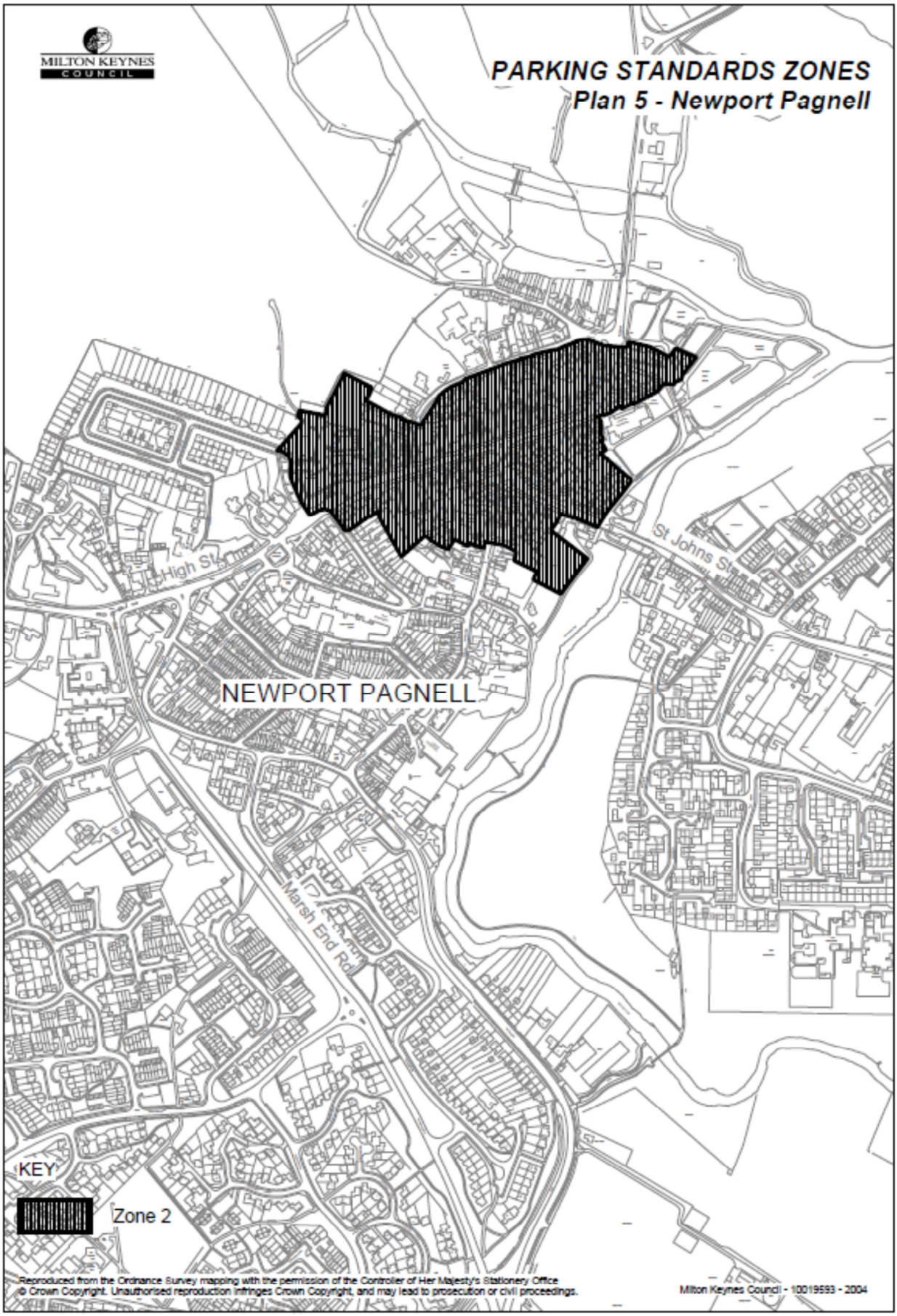
MILTON KEYNES
COUNCIL
PARKING STANDARDS ZONES
Plan 5 - Newport Pagnell
High St
St Johns St
NEWPORT PAGNELL
Marsh End Rd
KEY
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PARKING STANDARDS ZONES
Plan 6 - Olney
B565 Lavendon Rd
B5388 Yardley Rd
A509 High St
OLNEY
Weston Rd
KEY
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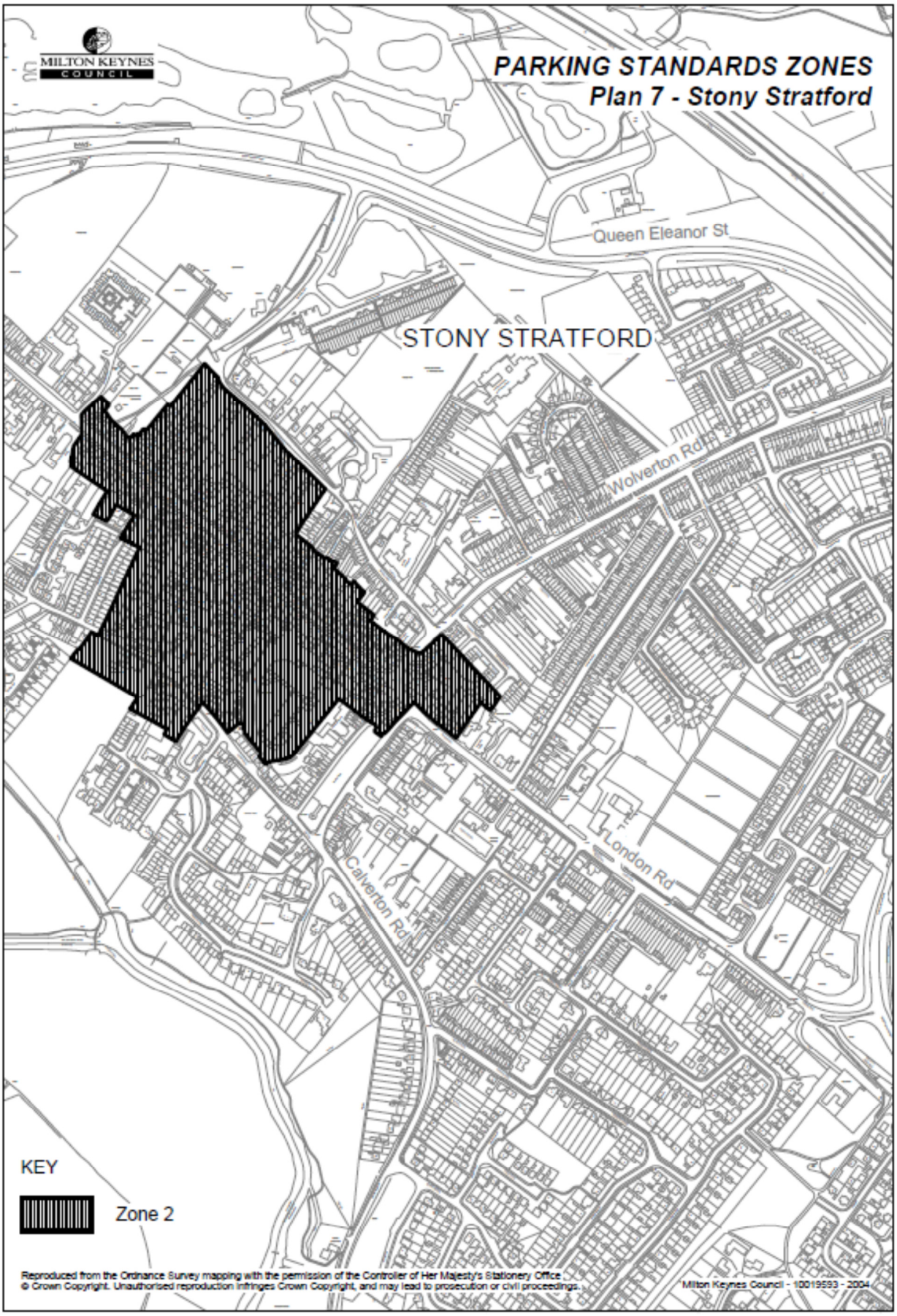
MILTON KEYNES COUNCIL
PARKING STANDARDS ZONES
Plan 7 - Stony Stratford
Queen Eleanor St
STONY STRATFORD
Wolverton Rd
London Rd
Calverton Rd
KEY
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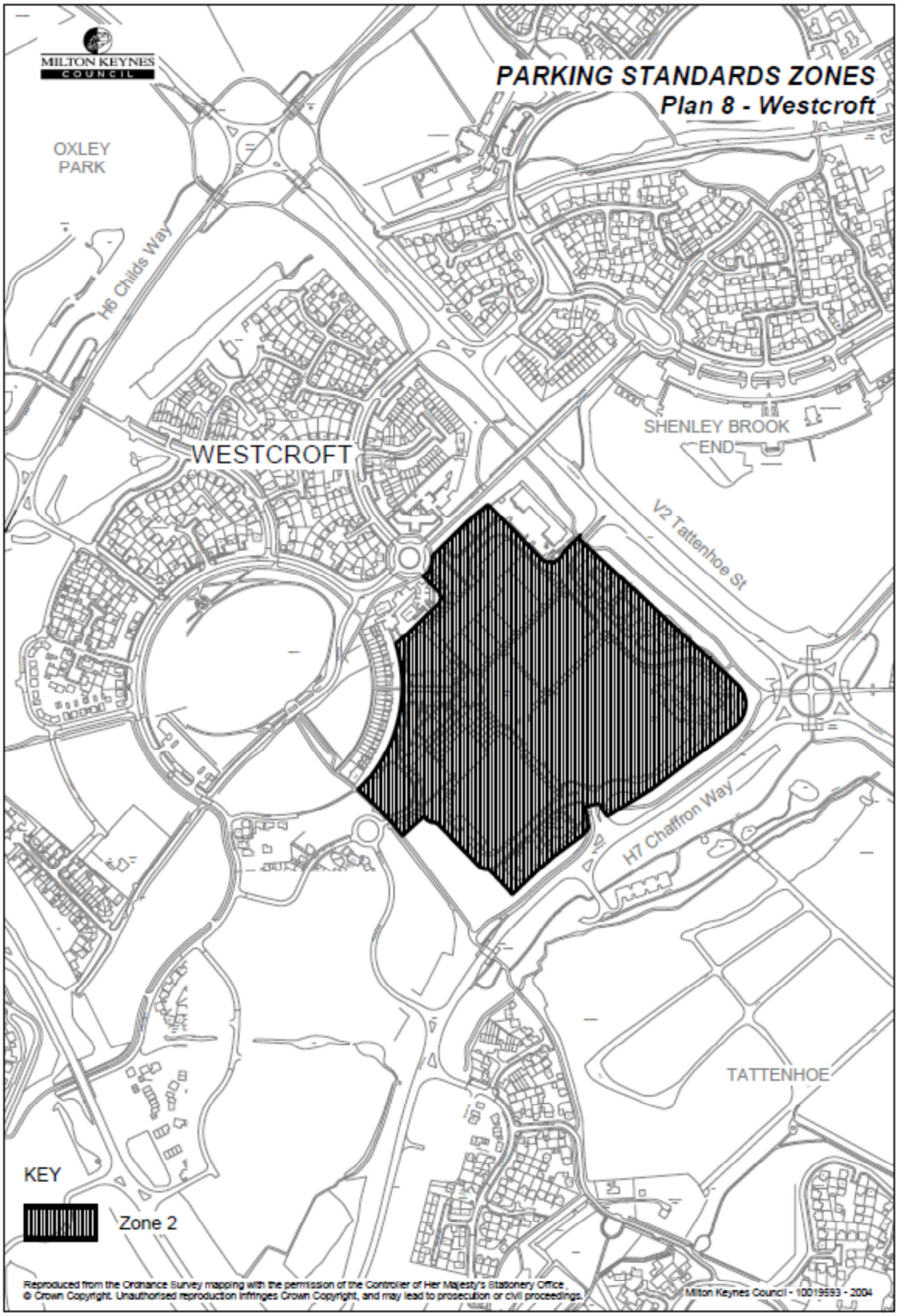
MILTON KEYNES COUNCIL
PARKING STANDARDS ZONES
Plan 8 - Westcroft
OXLEY PARK
H6 Childs Way
WESTCROFT
SHENLEY BROOK END
V2 Tattenhoe St
H7 Chaffron Way
TATTENHOE
KEY
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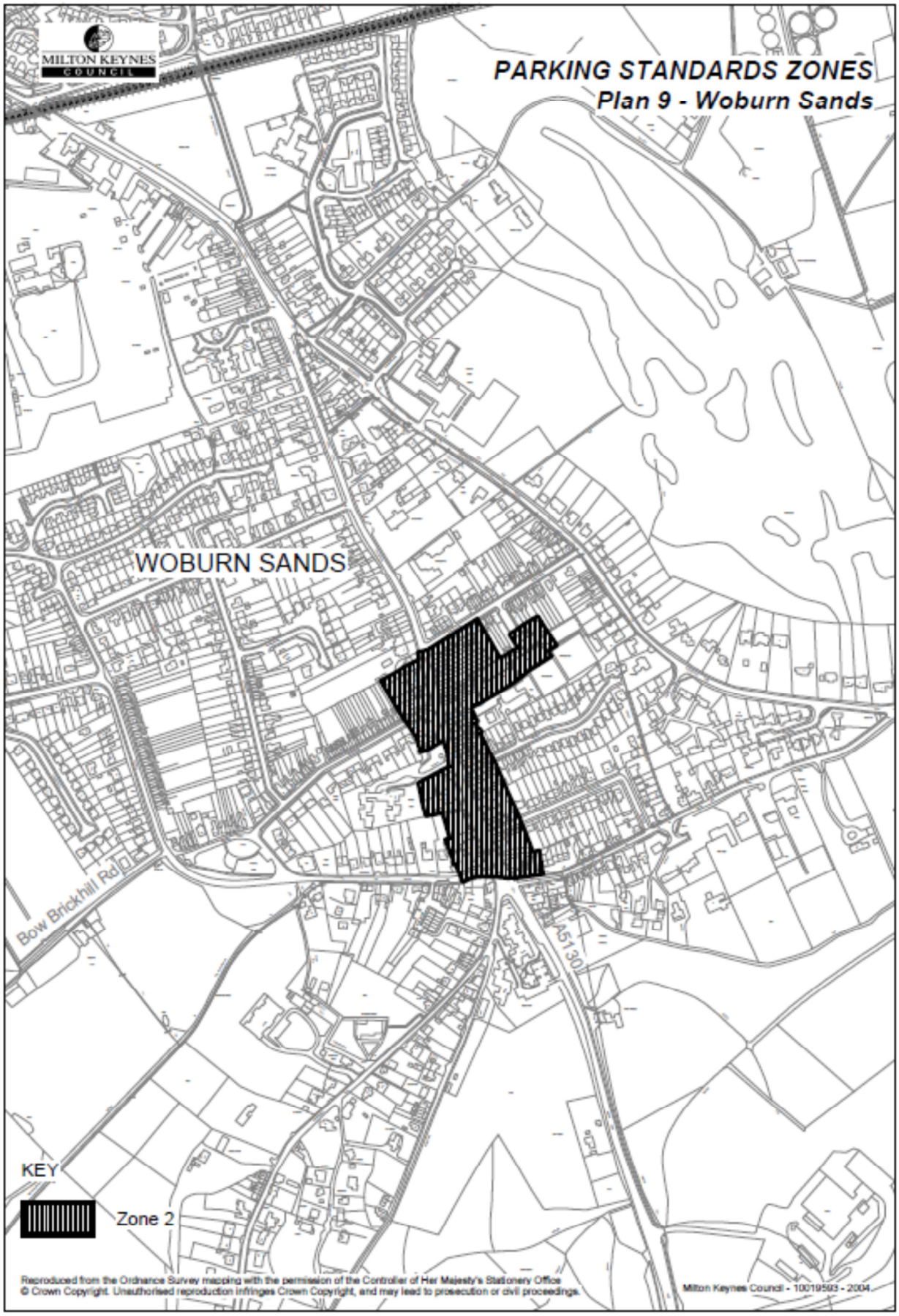
MILTON KEYNES
COUNCIL
PARKING STANDARDS ZONES
Plan 9 - Woburn Sands
WOBURN SANDS
Bow Brickhill Rd
A5130
KEY
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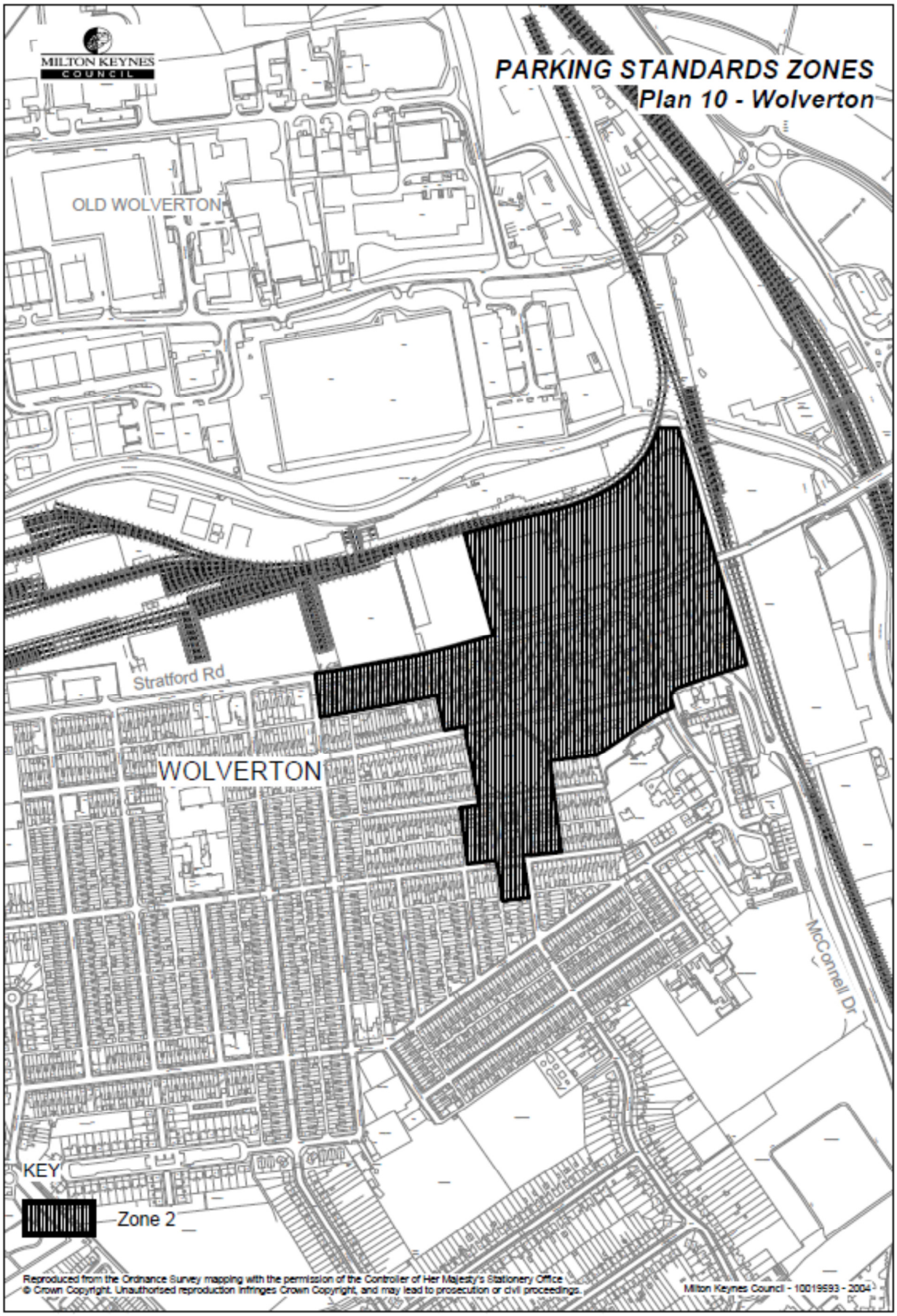
MILTON KEYNES COUNCIL
PARKING STANDARDS ZONES
Plan 10 - Wolverton
OLD WOLVERTON
Stratford Rd
WOLVERTON
McConnell Dr
KEY
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Appendix B Zone Map for Houses in Multiple Occupation