

**GREAT LINFORD PARISH COUNCIL
PLANNING POLICY GUIDE
PARKING**

Milton Keynes Council adopted new Parking Standards Supplementary Planning Document [SPD] in January 2016 replacing Adopted Parking Standards 2005 & Addendum to Parking Standards 2009. Incorporating an update of relevant aspects of Milton Keynes Council's New Residential Development Design Guide (2012) Supplementary Planning Document (SPD)

BACKGROUND

The Parking Standards continue the previously adopted zonal approach. 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

In addition to setting out the requirements for car parking the SPD includes:

- A. Parking provision for electric vehicles as part of the standard required for non-residential developments and not an addition to the standard.
- B. 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.
- C. The SPD supports the introduction of parking for powered two wheelers for non-residential developments as part of new developments.
- D. 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.
- E. 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.
- F. All parking levels relate to gross external floor area.

CAR PARKING FOR RESIDENTIAL DWELLINGS

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

CAR PARKING LOCATIONS

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.

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

TANDEM PARKING

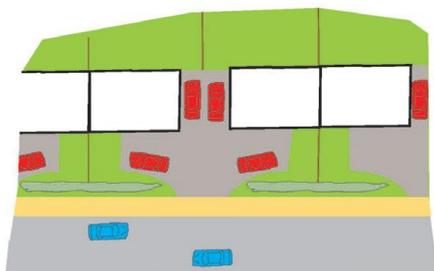
Independently accessible on-plot parking spaces are preferred.

- 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, 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)

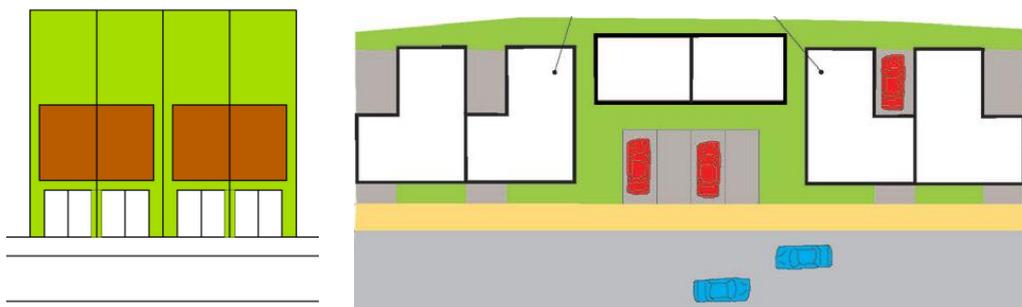
PARKING PREFERENCES

The following hierarchy of preference should be adhered to when providing car parking for new residential developments:

- a. On plot, to the side of dwellings.



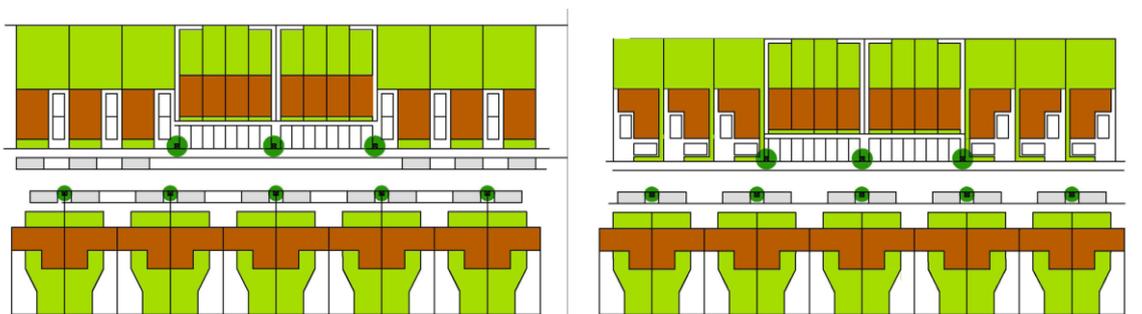
- b. Or to the front as right-angled and/or parallel parking;



For terraced houses this will likely occur as right angled parking behind the back of the adoptable highway as illustrated above. 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 who will undermine the quality of the streetscape but rather ensure that the entire streetscape has been integrally designed from the outset.

- c. As a “drive through” to hardstanding within the rear garden.
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 a drive through 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 of a drive through should be 3.5m.
- d. On-street to the front of dwellings (either on the street itself or as part of a front parking court).



The illustrations in the plans above show a variety of on plot parking options discussed (a to d). There should not be more than 8 properties in a row served by right angled parking to the front. This is to ensure that the streetscape does not become dominated by parked cars. 1.0 metre 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.

CARPORTS

There are concerns where carports are accessed from the public realm, as they are often poorly supervised. 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 1.0 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).

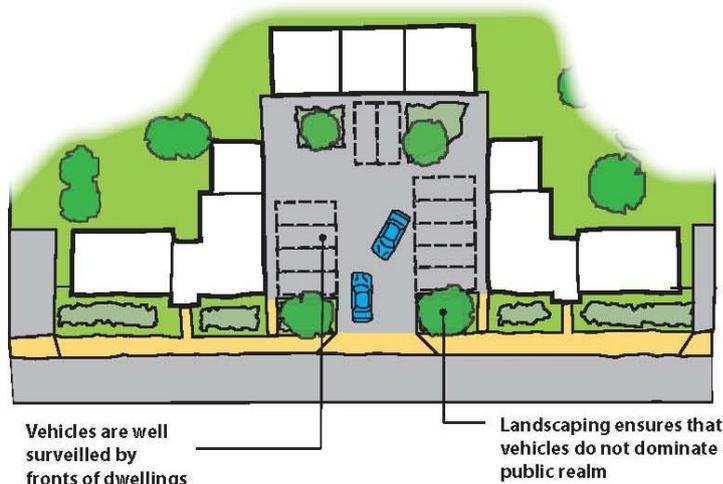
PARKING COURTS

Generally

- a. Parking courts should be within the range of 6-12 spaces.
- b. Larger courts may be appropriate for apartments.
- c. Tandem parking will not be allowed, as vehicles tend to dominate the court and the amount of vehicle manoeuvring is increased.
- d. Garages and carports should be avoided within parking courts as they block surveillance of vehicles.

FRONT PARKING COURTS

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 below.



REAR PARKING COURTS

Rear parking courts have proved unpopular as parking choices for residents and are therefore not supported as a parking option in Milton Keynes. Rear courtyards should support on-street parking, not replace it.

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 parking courts must be made to feel as private and secure as possible.

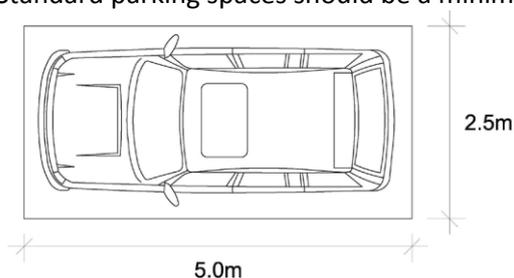
This can be achieved through:

- 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;

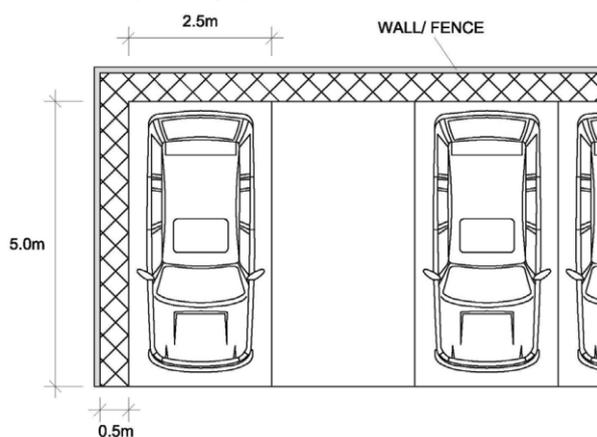
- One public entrance into a parking court, to be used by both vehicles and pedestrians;
- Parking courts which are required to be well lit and achieve appropriate BS standards. Ground level lighting should be provided;
- Designing the boundaries of houses that abut parking courts to be a maximum 1.5 metres high; with an additional 0.3 m visually permeable trellis on top in order to aid surveillance.
- 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).
- 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.
- 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 a Management Company.

SIZE OF PARKING SPACES

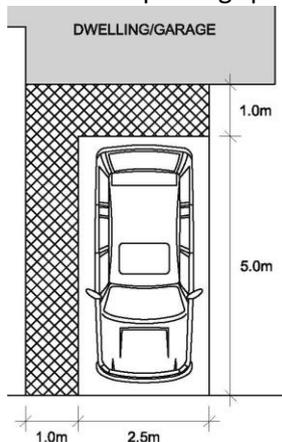
- a. Standard parking spaces should be a minimum of 5 metres by 2.5 metres.



- b. Where the parking space adjoins a wall/fence an additional 0.5m space should be provided.



- c. Where the parking space adjoins a dwelling additional 1.0m space should be provided.



- d. For parking courts and car parks, an access road in between bays should ordinarily have a minimum width of 6.0 m when bays are orientated at 90 degrees.

- e. Parking for those with disabilities should measure a minimum 5.0 m by 3.6 m where access is possible to the rear (e.g. perpendicular to the kerb).

PARKING SPACES TO BE PROVIDED FOR DWELLINGS

Planning Use Class C3 “Dwelling House”

The SPD identifies four zones, of which only Zone 3 applies to developments in the GLPC area. Zone 3 has higher parking requirement levels (less restraint) than other Zones.

Number of bedrooms	Zone 3 spaces required
1 bedroom dwellings	1 space +0.33 unallocated
2 bedroom flat	1 space +0.75 unallocated
2 bedroom dwellings	2 spaces +0.25 unallocated
3 bedroom dwellings	2 spaces +0.5 unallocated
4 plus bedroom dwellings	2 spaces +0.5 unallocated

Planning use Class C4 “Houses in Multiple Occupation” (HiMOs)

Parking standard of HiMOs follows a two zone approach and HiMOs in the GLPC area are in Zone B. Zone B: standard are to be calculated using the formula:

$N - 1$ where N = the number of bedrooms. (e.g. A 6 bedroom HiMO requires 5 parking spaces)

CYCLE PARKING STANDARDS

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.

Number of bedrooms	Casual/Visitor spaces	Residential spaces
1 or 2 bedroom C3 dwellings	2 spaces per 40 units	1 space per unit
3 plus bedroom C3 dwellings	2 spaces per 40 units	2 spaces per unit
HiMOs C4	2 spaces per 40 units	1 space per 2 bedrooms

Milton Keynes Local Plan 2001-2011 Adopted December 2005 PARKING POLICY

POLICY T15

Development proposals should meet the following vehicle parking requirements:

- (i) Car parking provision must not exceed the Council’s maximum standards.
- (ii) On-site parking should not be reduced below the maximum standard if it would be likely to result in off-site parking causing problems that cannot be resolved by on-street parking controls.
- (iii) Parking areas should be well designed in terms of safety, circulation and appearance and assist access by pedestrians and cyclists.

POLICY H10 Subdivision of dwellings and houses in multiple occupation. (HiMOs)

Planning permission will be granted for the sub division of existing dwellings into flats, or the creation of HiMOs; **if all the following criteria are satisfied:**

- i Effective measures are proposed to minimise the effects of noise and disturbance.
- ii Off street parking and manoeuvring space is provided to meet the Council’s standards or, if on-street parking is necessary, it would not result in unacceptable congestion in the surrounding area
- iii Adequate outdoor space is available for bin storage and a drying area
- iv The proposal would not adversely affect the character of the surrounding area or lead to an unacceptable concentration of flats or houses in multiple occupation, within the area.

Councillor David Stabler March 2016