

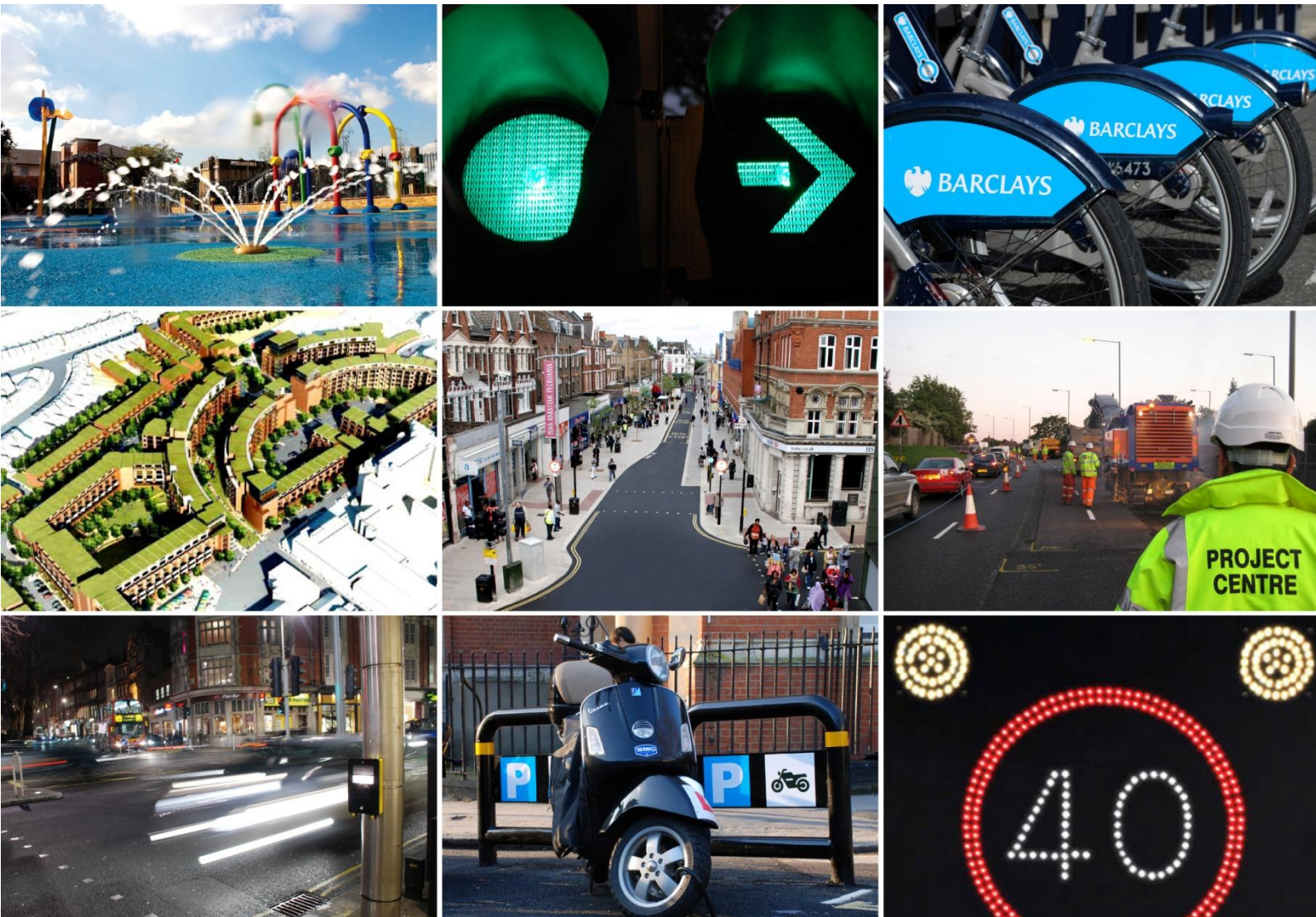
PROJECT CENTRE

Milton Keynes Parking Standards

Consultation Report - Phases 1 & 2

Milton Keynes Council

December 2015



DOCUMENT CONTROL

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Report Reference	Issue	Description	Originator	Checked	Authorised
1000001781	Phase 1-v01	Milton Keynes Parking Standards Consultation Report	Colin Harwood 10.10.14	Michelle Edser 13.10.14	Ben Meekings 13.10.14
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1. INTRODUCTION

- 1.1 This report provides a summary of the consultation activity undertaken to support the development of revised parking standards for Milton Keynes.
- 1.2 The consultation will take the form of a three stage process with this report being updated with the results and main findings on completion of each phase.
- 1.3 For the first phase of the consultation, 224 stakeholders were invited to complete an online survey which asked a series of questions on the existing parking standards together with respondents' views on what they would like to see moving forward. The second phase of the consultation will see the draft standards sent to stakeholders for further comment before they are subject to a public consultation in 2015.
- 1.4 The Phase 1 consultation questions were devised in conjunction with Milton Keynes Council (MKC) and covered a number of areas where information was specifically sought by the Council. The list of stakeholders was provided to Project Centre by MKC and included a range of local individuals and groups who are on the Council's transport and planning policy consultation mailing lists, together with town and parish councils within and neighbouring the authority. In addition, a number of architects and developers were invited to provide their views.
- 1.5 MKC's 57 Members were also invited to take part in the survey, although their responses have been analysed separately.
- 1.6 The consultation opened on 11 September and closed at midnight on 29 September 2014.
- 1.7 In total, 49 stakeholders started the survey as did 13 Members, equivalent to an overall response rate of 22%. A number of questions however have a lower response rate whereby respondents either skipped a question where this was not compulsory or exited the survey early. Given that some questions consequently have a low number of responses there is a need for caution when interpreting the results. Nevertheless, the review being undertaken by Project Centre is drawing on a wide range of sources in addition to the survey results, including standards adopted by other comparable local authorities.
- 1.8 Following Phase 1 and the collection and analysis of Milton Keynes parking standards in comparison with those of other local authorities, a draft Parking Standards SPD was prepared for a public consultation from 12th August 2015 to 7th October 2015. During this time, a range of organisations and individuals were consulted either by email, web or in libraries while Milton Keynes Council and Project Centre Representatives attended and contributed to meetings and workshops focused on the release of this draft.

2. PHASE 1 – SURVEY RESULTS

Summary

- 2.1 This chapter provides a summary of the responses to Phase 1 of the consultation which sought the views of local members and other stakeholders.
- 2.2 The tables included in this chapter provide a detailed breakdown of the responses of stakeholders and MKC members to each question. Cells coloured red represent the most common response whilst the second most popular response is highlighted in orange where either 'don't know' or 'not applicable' was cited most often. In cases where the combined 'very high'/ 'high' or 'very low'/ 'low' figures are greater than or equal to the 'about right' response these are highlighted in yellow.
- 2.3 Although the detail of responses varies according to particular land uses and this should be considered by consulting the individual tables, some general overall findings are as follows:
- There was general support for a zonal approach to the standards whilst 47.1% felt that the existing zones were appropriate compared to 29.4% who didn't;
 - Views on the current residential parking provision tended towards a perception that minimum levels of provision were lower rather than higher than respondents felt was necessary, particularly for visitors. Nevertheless, 49.1% of respondents (excluding MKC Members) were of the view that parking provision was either 'about right' or 'high' compared to 43.3% who were of the view it was too low;
 - A similar pattern is evident for the other uses with the most common responses being 'about right'. One exception is for schools where a greater proportion of respondents saw the existing standard as low. The only other use where the largest proportion of respondents felt that the standard was too low was for medical and health;
 - The largest proportion of respondents favoured the setting of minimum, as opposed to maximum, car parking standards for both residential and non-residential uses;
 - The existing cycle parking standards were generally viewed as adequate though more people were of the view that the standard should specify that cycle parking is covered and located close to building access points.

Closed Response Question Responses

Q1: Do you have previous experience of or have you been affected by the existing standards?

Most common response
Second most common response
Most common response when combined

	Yes	No	Don't Know
Stakeholders (49)	67.4%	18.4%	14.3%
MKC Members (13)	76.9%	23.1%	0

Q2: In general how has your experience of the standards been?

	Very Good	Good	Indifferent	Bad	Very Bad	Don't Know
Stakeholders (24)	4.2%	20.8%	20.8%	33.3%	8.3%	12.5%
MKC Members (8)	0	12.5%	37.5%	25.0%	25.0%	0

Q4: Do you feel the current zones are appropriate?

	Yes	No	Don't Know
Stakeholders (34)	47.1%	29.4%	23.5%
MKC Members (10)	60.0%	10.0%	30.0%

Q7: Ignoring the current zones, do you favour this approach in principle?

	Yes	No	Don't Know
Stakeholders (33)	57.6%	21.2%	21.2%
MKC Members (10)	60.0%	10.0%	30.0%

Q8/ 10/ 12: In general, how appropriate do you feel the above [refers to individual residential uses] standards are?

		Very High	High	About Right	Low	Very Low	N/A
Residential	Stakeholders (30)	6.6%	0	43.3%	23.3%	20%	6.7%
	MKC Members (10)	0	0	20.0%	50.0%	20.0%	10.0%
Residential-Visitors	Stakeholders (29)	0	3.6%	28.6%	32.1%	25%	10.8%
	MKC Members (10)	0	0	10.0%	40.0%	40.0%	10.0%
Residential-HiMOs	Stakeholders (25)	0	10.7%	39.3%	25%	14.3%	10.7%
	MKC Members (9)	0	0	44.4%	22.2%	22.2%	11.1%

Q14: Currently Milton Keynes sets minimum parking standards for residential uses. Do you feel that a minimum or maximum residential parking standard should be applied?

	Minimum	Maximum	Neither	Don't Know
Stakeholders (26)	64.3%	10.7%	10.7%	14.3%
MKC Members (9)	55.6%	11.1%	22.2%	11.1%

Q16-58: In general, how appropriate do you feel the above [refers to individual non-residential uses] standards are?

			Very High	High	About Right	Low	Very Low	N/A
Most common response								
	Shops- Food (A1)	Stakeholders (27)	0	3.7%	48.2%	11.1%	7.4%	29.6%
Second most common response		MKC Members (9)	0	0	55.6%	11.1%	0	33.3%
	Shops- Non-food (A1)	Stakeholders (27)	0	3.7%	51.9%	11.1%	7.4%	25.9%
Most common response when combined		MKC Members (9)	0	0	55.6%	11.1%	0	33.3%
	Financial and Professional (A2)	Stakeholders (27)	0	7.4%	44.4%	11.1%	3.7%	33.3%
		MKC Members (9)	0	0	44.4%	22.2%	0	33.3%
	Restaurants and Cafes (A3)	Stakeholders (27)	0	3.7%	44.4%	14.8%	7.4%	29.6%
		MKC Members (9)	0	0	44.4%	22.2%	0	33.3%
	Drinking Establishments (A4)	Stakeholders (26)	0	7.7%	50%	7.7%	7.7%	26.9%
		MKC Members (9)	0	0	55.6%	11.1%	0	33.3%
	Hot Food Takeaways (A5)	Stakeholders (26)	0	7.7%	42.3%	19.2%	3.9%	26.9%
		MKC Members (9)	0	11.1%	33.3%	22.2%	0	33.3%
	Business (B1)	Stakeholders	0	7.7%	42.3%	11.5%	11.5%	26.9%
		MKC Members (9)	0	0	44.4%	33.3%	0	22.2%
	General Industrial (B2)	Stakeholders (25)	0	4%	32%	12%	16%	36%
		MKC Members (9)	0	0	44.4%	22.2%	0	3/33.3%
	Storage and Distribution (B8)	Stakeholders (25)	4%	8%	32%	4%	16%	36%
		MKC Members (9)	0	0	44.4%	22.2%	0	3/33.3%
	Hotels and Hostels (C1)	Stakeholders (25)	0	4%	44%	0	8%	44%
		MKC Members (9)	0	0	44.4%	22.2%	0	33.3%
	Residential Institutions (C2)	Stakeholders (24)	0	8.3%	37.5%	8.3%	12.5%	33.3%
		MKC Members (9)	0	0	44.4%	22.2%	0	33.3%
	Medical/Health Institutions	Stakeholders (24)	0	4.2%	37.5%	4.2%	5/20.8%	33.3%
		MKC Members (9)	0	0	22.2%	44.4%	0	3/33.3%
	Cinema/Theatre	Stakeholders (24)	0	0	41.7%	4.2%	16.7%	37.5%
		MKC Members (9)	0	0	44.4%	33.3%	0	22.2%
	Other Assembly/Leisure	Stakeholders (24)	0	4.2%	37.5%	12.5%	16.7%	29.2%
		MKC Members (9)	0	0	44.4%	33.3%	0	22.2%
	Libraries, Halls, Places of Worship	Stakeholders (24)	0	4.2%	33.3%	8.3%	12.5%	41.7%
		MKC Members (9)	0	0	44.4%	33.3%	0	22.2%
	Car Related Uses	Stakeholders (24)	0	4.2%	41.7%	4.2%	8.3%	41.7%
		MKC Members (9)	0	0	55.6%	11.1%	0	33.3%
	Nursery/Creche	Stakeholders (24)	0	4.2%	33.3%	8.33%	12.5%	41.7%
		MKC Members (9)	0	0	33.3%	22.2%	11.1%	33.3%

Most common response
Second most common response
Most common response when combined

		Very High	High	About Right	Low	Very Low	N/A
First School	Stakeholders (24)	0	8.3%	25%	20.8%	20.8%	25%
	MKC Members (9)	0	0	11.1%	33.3%	44.4%	11.1%
Middle School	Stakeholders (24)	0	8.3%	25%	20.8%	20.8%	25%
	MKC Members (9)	0	0	11.1%	33.3%	44.4%	11.1%
Combined School	Stakeholders (24)	4.2%	8.3%	20.8%	20.8%	20.8%	25%
	MKC Members (9)	0	0	22.2%	22.2%	44.4%	11.1%
Secondary School	Stakeholders (24)	4.2%	4.2%	20.8%	25%	12.5%	33.3%
	MKC Members (9)	0	0	33.3%	22.2%	33.3%	11.1%
Higher Education	Stakeholders (24)	0	0	33.3%	12.5%	16.7%	37.5%
	MKC Members (9)	0	0	22.2%	33.3%	22.2%	22.2%

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Q60: Milton Keynes sets maximum parking standards for residential uses. Do you feel that maximum or minimum parking standards for non-residential uses should be applied in future?

	Minimum	Maximum	Neither	Don't Know
Stakeholders (23)	47.8%	13%	13%	26.1%
MKC Members (9)	55.6%	0	22.2%	22.2%

Q62: How appropriate do you feel these standards [refers to heavy goods vehicle (HGV) parking] are?

		Very High	High	About Right	Low	Very Low	N/A
Office (B1)	Stakeholders (23)	4.3%	4.3%	30.4%	0	17.4%	43.5%
	MKC Members (9)	0	0	33.3%	33.3%	0	55.5%
General industrial (B2)	Stakeholders (23)	0	2/ 8.7%	21.7%	8.7%	17.4%	43.5%
	MKC Members (9)	0	0	33.3%	33.3%	0	5/ 55.5%
Storage (B8)	Stakeholders (23)	4.3%	4.3%	13%	4.3%	17.4%	43.5%
	MKC Members (9)	0	0	33.3%	33.3%	0	55.5%

Q63: Should commercial premises be required to provide a servicing bay?

	Yes – on plot	Yes – with a servicing bay on the highway being permissible for smaller premises	No	Don't Know
Stakeholders (23)	39.1%	21.7%	4.3%	34.8%
MKC Members (9)	22.2%	33.3%	0	44.4%

Q65: On a scale of 1 to 5, how adequate do you feel the above [disabled parking] standard is?

	1 – Very Poor	2	3	4	5 – Very Good	Don't know
Stakeholders (23)	0%	4.3%	26.1%	30.4%	17.4%	21.7%
MKC Members (9)	0	0	11.1%	22.2%	33.3%	33.3%

Q67: Would you define yourself as having a disability?

	Yes	No	Prefer not to answer
Most common response			
Second most common response			
Most common response when combined			
Stakeholders (23)	8.7%	82.6%	8.7%
MKC Members (9)	0	88.9%	11.1%

NB when the data for questions 65 and 67 are linked, it is evident that the single response stating that provision of disabled parking is poor was indeed by someone with a disability. However, the second respondent identifying as having a disability stated that provision provided by the current standard was good. Given the very small number of respondents identifying as disabled, it is not considered appropriate to draw fixed conclusions from the above data. The issue will however be revisited during later stages of the consultation process to ensure that the standard adopted is reflective of need. As with all elements of this review, the Phase 1 Consultation Survey will be supported by a wide range of research and not form the sole basis for the determination of revised standards.

Q69: Please rate how important you feel the following issues are when considering the design of car parking.

		1 – Very important	2	3	4	5 – Very unimportant	Don't Know
Ease of vehicle access to and from spaces	Stakeholders	17	2	0	0	1	1
	MKC Members	5	2	0	1	0	1
Ease of vehicle circulation within car park	Stakeholders	15	1	3	0	1	1
	MKC Members	5	2	0	1	0	1
Distance from building entrances	Stakeholders	5	6	6	3	1	0
	MKC Members	2	1	3	2	0	1
Pedestrian movement (e.g. footways)	Stakeholders	13	5	1	1	1	1
	MKC Members	4	2	1	1	0	1

Q70: Would you say that the above design priorities should be different for residential and commercial uses?

	Yes	No
Stakeholders (22)	36.4%	63.6%
MKC Members (9)	22.2%	77.8%

Q72: On a scale of 1 to 5, how adequate do you feel the above [cycle parking] standards are in general?

		Very High	High	About Right	Low	Very Low	Don't know
Most common response							
Second most common response	Stakeholders (22)	9.1%	0.0%	36.4%	13.6%	9.1%	31.8%
Most common response when combined	MKC Members (9)	0	0	44.4%	0	0	55.6%

Q75: Should the standard specify that cycle parking is covered?

	Yes, all cycle parking	Yes, but for medium or long term storage only	No	I don't know
Stakeholders (22)	45.5%	27.3%	9.1%	18.2%
MKC Members (9)	33.3%	44.4%	11.1%	11.1%

Q76: Should the standard specify that cycle parking is provided at the front of buildings?

	Yes, all cycle parking	Yes, but for short term (visitor) storage only	No	I don't know
Stakeholders (22)	31.8%	22.7%	22.7%	22.7%
MKC Members (9)	44.4%	11.1%	22.2%	22.2%

Open Comments Questions

2.4 The survey also asked a series of 'open' or 'further comments' type questions. For the purposes of brevity full responses are not provided within this report; however, points raised are categorised by theme below¹:

- General comments criticising the principle of low car parking provision or efforts to reduce car use:
 - Need to consider how many drivers may occupy a dwelling e.g two adults in a one bedroom flat or adult children living at home as well as greater provision for the largest residential units and Houses in Multiple Occupancy (HiMOs) **(11)**;
 - Provision for schools is too low and/ or more drop off space is required / needs to reflect choice in school selection **(10)**.
 - Parking for residential visitors and trades people is insufficient, especially in zones 1 and 2 **(9)**;
 - Standards do not provide enough parking **(8)**;

¹ The numbers cited indicate the number of respondents who raised this issue and not the number of times it was raised (i.e if a point was repeated by the respondent)

- The city's newer estates with lower on-plot parking and higher densities suffer from on-street parking and access problems **(3)**;
- Parking for uses such as cinemas and theatres should reflect the higher number of trips undertaken at night when public transport is more limited and reflective of the type of visitor (e.g. families will need fewer spaces) **(3)**;
- Milton Keynes is designed for the car and alternative modes are impractical e.g (perceived) poor public transport **(2)**;
- Car parking is required to support businesses **(2)**;
- Limited off-street parking leads to dangerous on-street parking which also contributes to congestion **(1)**;
- People are more likely to drive if they are forced to park in dangerous / impractical spaces overnight **(1)**;
- Growing numbers of older people are driving and standards need to reflect this for sheltered housing uses **(1)**;
- Comments on flexibility and / or support of lower standards:
 - Greater parking leads to more car use and contrary to environmental aims / should promote sustainable modes **(3)**;
 - Those living in HiMOs should be encouraged to use public transport / parking should be as per the designed for use and conversion not permitted should it have an unacceptable impact on parking **(3)**;
 - School parking should be limited and be designed as part of walkable neighbourhoods **(3)**.
 - The revised standards need to take account of the spatial impact and development viability **(2)**;
 - There should be no fixed minimum/ maximum as such but parking should be assessed according to development size/ dwelling sizes / consider 'optimum' or 'preferred' standard **(2)**;
 - Too much land is dedicated to car parking **(1)**;
 - Should give greater consideration to shared parking in centres of commercial activity **(1)**;
 - Parking provision for storage and distribution uses is often excessive because of the degree of automation at such facilities e.g. parking at Magna Park is underutilised **(1)**;

- Parking for residential institutions needs to reflect that not all of them house people with cars **(1)**;
- Comments on the zonal approach:
 - Zone-based standards should reflect the presence of frequent public transport routes **(1)**;
 - The zone-based system should not restrict the opportunity to provide 'more appropriate' parking levels where these are required, for example around schools **(1)**;
- Comments on parking design:
 - Parking bays should be larger / usable with criticisms of parking courtyards **(7)**;
 - It should not be possible to count tandem parking twice **(3)**;
 - Advice an design should not be 'one size fits all' and need to take account of different priorities for different uses **(3)**;
 - Garages should be counted towards provision **(2)**;
 - The important thing is to achieve the required number of spaces, which could be provided on-street where this represents additional provision **(1)**;
 - If car parking is located to the rear of a house, the primary access should also be in this location **(1)**;
 - Garages should not be counted towards provision **(1)**;
 - Short term only parking would be more appropriate for certain uses e.g. takeaways **(1)**;
- Comments relating to other modes of transport:
 - Greater cycle parking provision is required / need to encourage cycling **(5)**;
 - Less HGV parking should be provided e.g. to reflect modern business efficiency methods (meaning less vehicle lay over)/ alternative modes such as rail freight should be promoted **(2)**;
 - Consideration should be given to additional HGV parking or a secure/ extended lorry park for Milton Keynes to reduce requirements on individual sites **(2)**;

- Concern at perceived over emphasis on cycling / cycle parking provision **(2)**;
- Cycle parking design comments including preference for these not to be located at the front of buildings for public realm reasons / should not form an obstruction to disabled persons/ should be secure **(2)**;
- Dedicated, secure parking should be provided for Powered Two Wheelers **(1)**.
- Disabled parking:
 - Comments relating to design, including a desire for wider bays for those with mobility issues but who are not necessarily disabled, a request that the Lifetime Homes standards be adopted and another stating a preference for perpendicular as opposed to parallel parking **(2)**;
 - There is often too much disabled parking but what is provided is misused and poorly enforced **(2)**;
 - Request for confirmation on what is considered an acceptable walking distance for disabled users **(1)**;
- Miscellaneous or not directly relevant responses, including comments on city centre colour-coded parking system and request for standards covering additional uses such as additional leisure use classes **(8)**.

Summary

- 2.5 This section has provided an overview of the Phase 1 consultation results and will form part of the review to inform the production of revised parking standards for Milton Keynes.

3. PHASE 2 – CONSULTATION RESULTS

Summary

- 3.1 This chapter provides a summary of the responses to Phase 2 of the consultation. At this point, following the survey work in Phase 1 and the collection and analysis of Milton Keynes parking standards in comparison with those of other local authorities, a draft Parking Standards SPD was prepared for public consultation.
- 3.2 On 14th July 2015, the Cabinet Portfolio Holder for the Public Realm took a delegated decision to approve the draft Parking Standards SPD for a period of public consultation from 12th August to 7th October 2015.
- 3.3 A large range of organisations and individuals with a stake in the parking standards renewal process were consulted either by email, online or in libraries. Additionally members of the Milton Keynes Council attended meetings held by the 'Central Milton Keynes Development Stakeholder Group' on 2 September 2015 and by the parking subgroup of the 'Milton Keynes Transport Partnership' on 16th September 2015. A full list of the attendees and points discussed at each meeting can be found in Appendix A & B.
- 3.4 Additionally, Milton Keynes Council and Project Centre each sent representatives to a 'Workshop for Parish Councils' on 8th September 2015 and a 'Workshop for Ward Councillors and Major Developers' on 29th September 2015, the details of which can be found in Appendix C & D.
- 3.5 An initial summary of the results broken down by respondents and the total number of representations received can be found in Table 3.1.

Table 3.1 – Initial summary of results

Organisation Type	Responses	%
Development/Industry	15	36.5
Town/Parish/Other Authority	9	22
Personal Responses	8	19.5
Milton Keynes Council Depts	6	14
Representations reporting no comment	2	4.8
Cyclist Touring Club	1	2.4
Total	41	100

- 3.6 An indication of the general themes emerging from the comments received from the consultation exercise is listed below, with the most popular themes listed in points i – iii:
- i. Provision of tandem parking (popular theme). Pattern appeared to suggest Councils support changes and commercial interests rejected changes.
 - ii. Not advisable to reduce parking spaces below 2.5metres (popular theme)
 - iii. Concern that without flexibility the proposed standards will have a big impact on viability of new regeneration schemes and the Council house building programme, mainly because of the additional parking requirement (popular theme amongst Industry responses)
 - iv. Queries surrounding the contributions towards provision of high quality public transport to complement any agreed reduction in parking provision and how this is defined.
 - v. Concern that proposed standards will effectively reduce housing capacity of development sites as the standards are too high and various comments citing overprovision
 - vi. General parking standards table queries (clarity requested as to whether minimum or maximum, various conflicts such as conflicts with CMKNP and standards not flexible)
 - vii. Provision of outdoor space for electric vehicle charging.
 - viii. General comments about needing both more and cheaper car parking.
- 3.7 This section has provided an overview of the Phase 2 consultation results and will form part of the review to further inform the production of revised parking standards for Milton Keynes.

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



APPENDIX A – SUMMARY OF CENTRAL MILTON KEYNES DEVELOPMENT STAKEHOLDER
GROUP MEETING (2 SEPTEMBER 2015)

**APPENDIX B – SUMMARY OF MILTON KEYNES TRANSPORT PARTNERSHIP PARKING
SUBGROUP MEETING (16 SEPTEMBER 2015)**

APPENDIX C – WORKSHOP FOR PARISH COUNCILS SUMMARY (8 SEPTEMBER 2015)

APPENDIX D – WORKSHOP FOR WARD COUNCILLORS AND MAJOR DEVELOPERS
SUMMARY (29 SEPTEMBER 2015)

Accreditations



Memberships

