

**Milton Keynes Council Parking Standards
Supplementary Planning Document**

**Strategic Environmental Assessment Screening
Report and Habitat Regulations Assessment**

**Milton Keynes Council
August 2022**

**Parking Standards SPD
Strategic Environmental Assessment Screening Report**

1. Title of SPD:

Parking Standards Supplementary Planning Document (SPD)

2. Subject:

Milton Keynes Council (MKC) has prepared a Parking Standards SPD to provide more detailed guidance regarding the implementation and interpretation of policies CT6 (Low Emission Vehicles) and CT10 (Parking Provision) within Plan:MK. The SPD provides additional information on how these policies will be implemented and provides guidance on parking amount and design for developers concerned with providing sufficient, well designed, safe, and attractive parking within new development. The SPD will also provide guidance about the infrastructure required to accommodate use of low emissions vehicles within new developments. Additionally, this SPD will be considered as a material consideration in the determination of planning applications submitted to the Council.

3. Consultation:

Public consultation on the draft Parking Standards SPD will take place in August – October 2022.

4. Consultation Address:

Further information can be obtained, in written or electronic form, from:

Luke Gledhill
Development Plans
Milton Keynes Council
Civic
1 Saxon Gate East
Central Milton Keynes
MK9 3EJ

Telephone: 07795 475591

E-mail: Luke.Gledhill@milton-keynes.gov.uk

**Parking Standards SPD
Strategic Environmental Assessment Screening Report**

Table of Contents

1. INTRODUCTION	4
2. POLICY CONTEXT	4
3. PURPOSE AND CONTENT OF THE PARKING STANDARDS SPD.....	4
4. LEGISLATIVE BACKGROUND.....	5
5. THE SCREENING PROCESS.....	6
6. THE SEA SCREENING	7
7. STATEMENT OF REASONS FOR SCREENING OUTCOME	10
8. APPROPRIATE ASSESSMENT (AA) FOR THE HABITATS DIRECTIVE.....	11
9. SCREENING FOR APPROPRIATE ASSESSMENT	11
10. CONSULTATION RESPONSES.....	12
11. APPENDIX 1.....	13
12. APPENDIX 2.....	20
13. APPENDIX 3.....	21

Parking Standards SPD

Strategic Environmental Assessment Screening Report

1. Introduction

1.1 This screening report is designed to determine whether the contents of the Parking Standards (SPD) requires:

- A Strategic Environmental Assessment (SEA) in accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004; and
- An assessment against the Habitats regulations to establish whether there would be any significant effects on European site(s).

2. Policy context

2.1 Milton Keynes Council adopted Plan:MK 2016-2031, a Local Plan for the Borough of Milton Keynes, in March 2019 in accordance with the Planning and Compulsory Purchase Act 2004, the Town and Country Planning (Local Planning) (England) Regulations 2012, and national planning policy set out in the National Planning Policy Framework 2012. Plan:MK now forms part of the statutory Development Plan for Milton Keynes and replaces the saved policies of the Local Plan 2005 and Core Strategy 2013.

2.2 The Glossary of the NPPF (July 2021) states that SPDs are “documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.”

3. Purpose and content of the Parking Standards SPD

3.1 Milton Keynes Council, in its role as Local Planning Authority, is producing a Parking Standards SPD. Public consultation on a draft version of the document will take place in August-October 2022.

3.2 The geographic area covered by the SPD is the Borough of Milton Keynes. Its purpose is to provide more detailed guidance regarding the implementation and interpretation of the following policies in Plan:MK:

- Policy CT10: Parking Provision. The wording of policy CT10 is included in Appendix 2 of this report.
- Policy CT6: Low Emission Vehicles. The wording of policy CT6 is included in Appendix 3 of this report.

Parking Standards SPD Strategic Environmental Assessment Screening Report

- 3.3 The SPD provides additional information on how policies CT10 and CT6 will be implemented and provides guidance on parking amount and design for developers concerned with providing sufficient, well designed, safe and attractive parking within new development. The SPD will also provide guidance about the infrastructure required to accommodate use of low emissions vehicles within new developments.
- 3.4 The SPD is the result of a partial review of the parking standards contained in the current Parking Standards SPD, adopted in January 2016. The emerging SPD provides additional and/or revised guidance on:
- a. The maps defining accessibility zones for different areas across Milton Keynes.
 - b. Vehicle parking standards for Houses in Multiple Occupation.
 - c. Vehicle parking standards for Build to Rent developments.
 - d. Electric vehicle and cycle parking standards.
 - e. Guidance on disabled parking space dimensions and provision.
 - f. Guidance regarding car club provision and electric vehicle charging points.
 - g. References to national design guidance in the National Design Guide and National Model Design Code.
 - h. Amendments to ensure the parking standards are compatible with changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).
- 3.5 The legislative background set out below outlines the regulations that require the need for this screening exercise. Section 6 provides a screening assessment of the likely significant environmental effects of the SPD and the need for a full SEA.

4. Legislative Background

- 4.1 The basis for Strategic Environmental Assessments and Sustainability Appraisal legislation is European Directive 2001/42/EC and was transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004, or SEA Regulations.
- 4.2 The Planning and Compulsory Purchase Act 2004 required Local Authorities to produce Sustainability Appraisals (SA) for all local development documents to meet the requirement of the EU Directive on SEA. It is considered best practice to incorporate requirements of the SEA Directive into a SA.
- 4.3 However, the 2008 Planning Act removed the requirement to a Sustainability Appraisal for a Supplementary Planning Document, but not a Strategic Environmental Assessment. This is because SPD's do not normally introduce new policies or proposals or modify planning documents which have already been subject to Sustainability Appraisal.

Parking Standards SPD Strategic Environmental Assessment Screening Report

- 4.4 An appraisal incorporating a SEA has been undertaken during the preparation of Plan:MK (SA of the Plan:MK November 2017) and has been examined as part of the Examination in Public of Plan:MK. The Council, at the request of the examination Inspector, prepared an Addendum to the SA/SEA to present information on the proposed modifications, and alternatives, with a view to informing the current consultation and subsequent plan finalisation¹.
- 4.5 This report focuses on screening for SEA and the criteria for establishing whether a full assessment is needed.
- 4.6 To assess whether a SEA is required the local planning authority must undertake a screening process based on a standard set of criteria. This must be subject to consultation with the three consultation bodies: Historic England, The Environment Agency, and Natural England.
- 4.7 If an SPD is considered unlikely to have significant environmental effects through the screening process, then the conclusion will be that the preparation of a SEA is not necessary. National Planning Practice Guidance states that: Supplementary planning documents do not require a sustainability appraisal but may in exceptional circumstances require a strategic environmental assessment if they are likely to have significant environmental effects, that have not already have been assessed during the preparation of the relevant strategic policies.
- 4.8 Following consultation, the results of the screening process will be detailed in a Screening Statement, which is required to be made available to the public.
- 4.9 This document will be updated when the consultation response of the three consultation bodies have been received and evaluated.

5. The Screening Process

- 3.1 Criteria for determining the likely significance of effects referred to in Article 3(5) of Directive 2001/42/EC are set out below:

1. The characteristics of plans and programmes, having regard, in particular, to

¹ At the time Plan:MK was prepared the prevailing national planning policy was set out in the NPPF (published in March 2012). In accordance with paragraph 214 of the revised NPPF (published in July 2018 and subsequently updated in February 2019, Plan:MK was examined against the 2012 NPPF and accompanying Planning Practice Guidance (PPG).

Parking Standards SPD Strategic Environmental Assessment Screening Report

- the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources,
 - the degree to which the plan or programme influences other plans and programmes including those in a hierarchy,
 - the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development,
 - environmental problems relevant to the plan or programme,
 - the relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste-management or water protection).
2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to
- the probability, duration, frequency and reversibility of the effects,
 - the cumulative nature of the effects,
 - the transboundary nature of the effects,
 - the risks to human health or the environment (e.g. due to accidents),
 - the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected),
 - the value and vulnerability of the area likely to be affected due to:
 - special natural characteristics or cultural heritage,
 - exceeded environmental quality standards or limit values,
 - intensive land-use,
 - the effects on areas or landscapes which have a recognised national, Community or international protection status.

Source: Annex II of SEA Directive 2001/42/EC

6. The SEA Screening

6.1 The adopted Local Plan (Plan:MK) was subject of Sustainability Appraisal (SA) (incorporating SEA). This included a specific assessment of policies CT10 and CT6 as well as assessment of all other policies within the Local Plan.

6.2 Despite no longer requiring sustainability appraisal, SPDs may still require SEA. The ODPM practical guidance provides a checklist approach based on the SEA regulations to help determine whether SEA is required.

Parking Standards SPD Strategic Environmental Assessment Screening Report

6.3 This guide has been used as the basis for this screening report. The diagram below illustrates the process for screening a planning document to ascertain whether a full SEA is required.

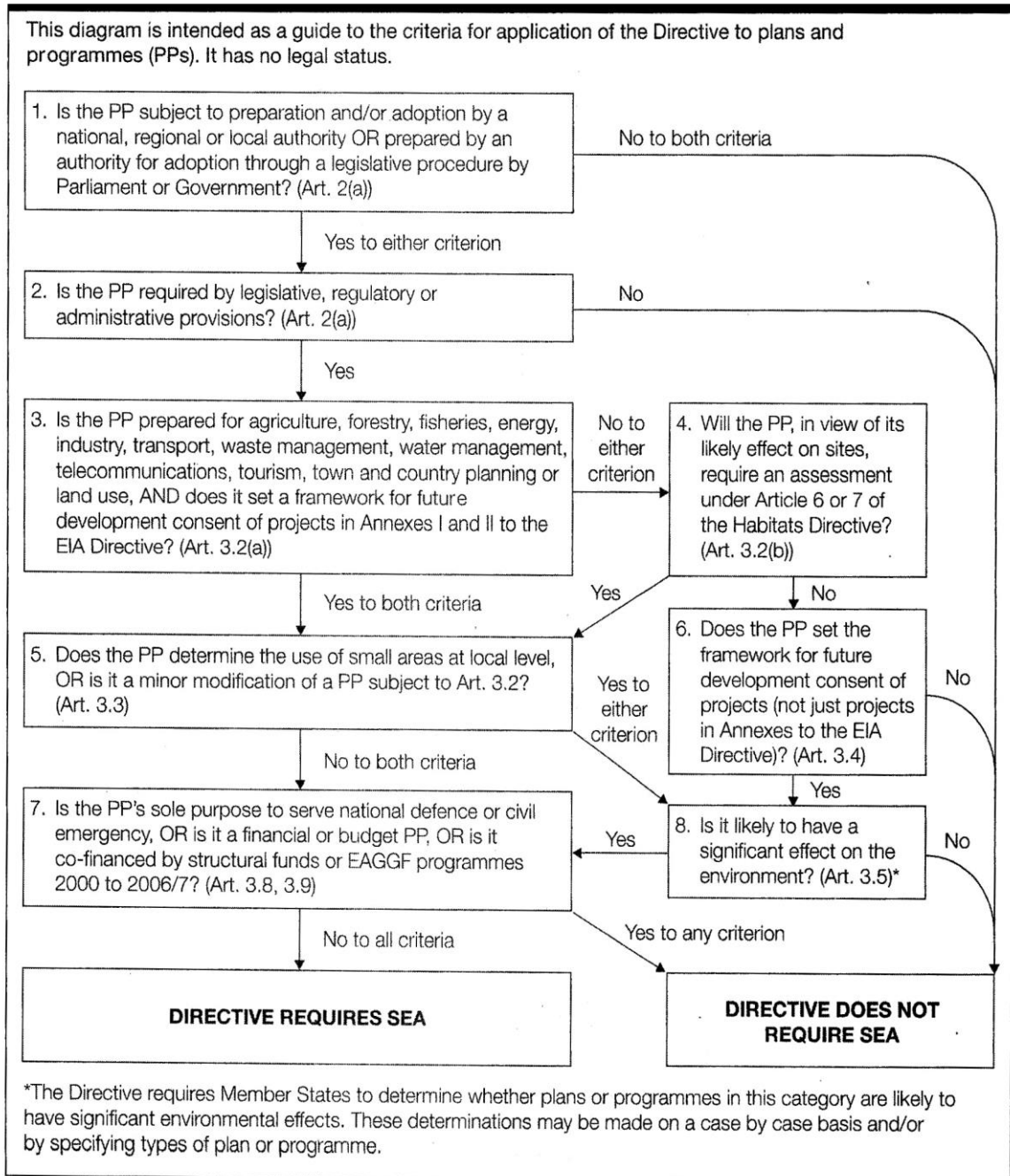


Figure 1. Establishing the need for SEA.

**Parking Standards SPD
Strategic Environmental Assessment Screening Report**

4.2 The table below shows the assessment of whether the SPD will require a full SEA. The questions below are drawn from the diagram above which sets out how the SEA Directive should be applied.

Table 1: Establishing the Need for SEA		
Stage	Yes/No	Reason
1. Is the SPD subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government? (Art. 2(a))	Yes	The SPD is to be prepared and adopted by Milton Keynes Council.
2. Is the SPD required by legislative, regulatory or administrative provisions? (Art. 2(a))	Yes	The SPD is required in terms of adopted Plan:MK policies CT10 and CT6. The SPD is required for administrative purposes and will be used when preparing and assessing planning applications by developers, council Members and officers.
3. Is the SPD prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use, AND does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Art 3.2(a))	No	Although the SPD is prepared for facilitating sustainable transport in relation to town and country planning purposes, it does not set a framework for future development consent of projects that are required to undergo an Environmental Impact Assessment. The SPD will help Members, officers and developers understand how an existing policy is applied, but it does not create new policies and/or set up a new framework for assessing development projects. The framework for assessing development projects – Plan:MK – already exists and this SPD will not alter Plan:MK.
4. Will the SPD, in view of its likely effect on sites, require an assessment for future	No	The SPD itself does not lead to development; nor will it specify that development will

**Parking Standards SPD
Strategic Environmental Assessment Screening Report**

<p>development under Article 6 or 7 of the Habitats Directive? (Art. 3.2 (b))</p>		<p>take place on sites of ecological importance. The SPD will provide further guidance and reinforce relevant parts of policies in the local development plan. It provides further guidance to policies CT10 and CT6 of Plan:MK. During its formation, Plan:MK was screened under the Habitats Regulations and possible impacts were investigated.</p>
<p>6. Does the SPD set the framework for future development consent of projects (not just projects in annexes to the EIA Directive)? (Art 3.4)</p>	<p>No</p>	<p>The SPD sits at the lowest tier of the Development Plan system and helps Members, officers and developers to understand the requirements of and how to accord with policies CT10 and CT6 of Plan:MK. The SPD will be a material consideration when assessing planning applications. However, as above, the framework for assessing future development projects has already been set with the adoption of Plan:MK. The SPD will not alter the requirements of Plan:MK and therefore does not set the framework for future development consent of projects.</p>

7. Statement of Reasons for screening outcome

7.1 The Council believes that the impact of this SPD through responses to the SEA Directive Criteria will not have significant environmental effects on the local area specifically or on the wider Milton Keynes area generally.

7.2 Moreover, the SPD is not setting a new policy framework; it is supplementing and providing further guidance on existing policies in the adopted Plan:MK.

Parking Standards SPD Strategic Environmental Assessment Screening Report

7.3 The Plan:MK SA does not identify any significant environmental effects associated with Policies CT10 and CT6 within the Plan. Plan:MK policies and the SPD will have a positive environmental impact in terms of supporting sustainable, safe, and well-designed transport networks and future developments.

7.4 Therefore, the Council considers that a SEA will not be required for this SPD.

7.5 Before this presumption can be confirmed however, it is necessary to consult with the three statutory environment bodies over this SEA Screening Statement for the Parking Standards SPD.

8. Appropriate Assessment (AA) for the Habitats directive

8.1 Legal protection is afforded to habitats and species of European importance through Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Flora and Fauna - known as the 'Habitats Directive'. Articles 6(3) and 6(4) of the Habitats Directive require AA of plans to be undertaken. This involves assessing the contents of plans to ensure that their policies and proposals maintain the integrity of Natura 2000 sites. The assessment must determine whether the plan would adversely affect the nature conservation objectives of each site. Where negative effects can be identified, other options should be examined to avoid any potential damaging effects.

8.2 The application of the precautionary principle through the Habitats Directive means that plans can only be permitted once it is shown that there will be no adverse effect on the integrity of any Natura 2000 sites. In the rare case of there being no alternatives available or over-riding reasons of public interest why a plan needs to be implemented, plans that do have negative impacts may still be approved.

9. Screening for Appropriate Assessment

9.1 The first stage in carrying out an Appropriate Assessment for the Habitats Directive is screening, by determining whether the plan is likely to have any significant effect on a European site, either alone or in combination with other plans and projects.

9.2 As above with the SEA screening, it is not considered that the Parking Standards SPD would have any negative impact on sites covered by the

Parking Standards SPD Strategic Environmental Assessment Screening Report

Habitats Directive. A Habitats Regulation Assessment of Plan:MK² was undertaken when preparing Plan:MK. This concluded that “development in the Milton Keynes Local Plan will not have a likely significant effect on any internationally important wildlife sites either alone or in combination with other plans and projects.” Therefore, an appropriate assessment was not required. The Parking Standards SPD does not introduce any new plan or project with spatial effects, and it is considered that it would not have a likely significant effect on any internationally important wildlife sites either alone or in combination with other plans and projects. Any impact on any important habitats arising from development within Milton Keynes would be considered through the determination of the development proposal itself. It is considered that a full Appropriate Assessment is not required for the Parking Standards SPD.

10. Consultation Responses

10.1 Following consultation with The Environment Agency, Natural England and Historic England, this section will be updated with the views of these organisations on whether they agree with our conclusion that a SEA and an Appropriate Assessment for the Habitats Directive are **not** required for the Parking Standards SPD.

Appendix 1. Criteria for determining the likely significance of effects

Criteria for determining the likely significance of effects of the environment	Potential effects of the SPD	Is there a likely significant effect?
1. Characteristics of the Parking Standards SPD, having regard to:		
(a) the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location,	The SPD will provide guidance on how to apply policies CT10 and CT6 in Plan:MK. It does not establish new policies	No

² <https://www.milton-keynes.gov.uk/assets/attach/51223/Habitats%20Regulations%20Assessment%20of%20Milton%20Keynes%20Local%20Plan%20FINAL.pdf>

**Parking Standards SPD
Strategic Environmental Assessment Screening Report**

<p>nature, size and operating conditions or by allocating resources;</p>	<p>and/or allocate development sites/resources. The adopted Local Plan was prepared with continuous, iterative input from the SA (incl. SEA). The Local Plan was considered sound by an independent Inspector.</p>	
<p>(b) the degree to which the plan or programme influences other plans and programmes including those in a hierarchy;</p>	<p>The SPD sits in a hierarchy of documents. It does not directly affect any other plans or programmes but is influenced by the adopted Local Plan and other higher tier planning policy documents including the National Planning Policy Framework (NPPF). The SPD contains some guidance about the design of parking within new development. It therefore overlaps with the remit of the content of our New Residential Development Design Guide (NRDDG) (2012). However, the degree of this crossover is limited, as the NRDDG relates to all aspects of residential urban design. Whereas the emerging Parking Standards SPD is a partial refresh of the 2016 version of the Parking Standards SPD. Most of the design guidance, apart from additional wording on electric vehicle and disabled parking design, is from the 2016 version. Although, the degree to which this new guidance may influence new plans and/or programmes is minor. In conclusion, the</p>	<p>No</p>

**Parking Standards SPD
Strategic Environmental Assessment Screening Report**

	emerging Parking Standards SPD does not significantly influence other plans and programmes.	
c) the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;	<p>The adopted Local Plan and other higher tier policies set the context for achieving sustainable development in the Borough.</p> <p>Options considered through the development of the SPD will not change the higher tier policy requirements (in particular those of policies CT10 and CT6) which have, in themselves, been subject to the SA (incl. SEA) for Plan:MK.</p> <p>The SPD will assist with meeting the SA (incl. SEA) objectives such as: 6. Ensure all section of the community have good access to services and facilities. 7. Maintain and improve air quality in the Borough; 9. Combat climate change by reducing levels of carbon dioxide; 14. Limit and reduce road congestion and encourage sustainable transportation; 18 Sustain economic growth and enhance competitiveness. Given the topics in the SPD, it is not likely that there would be any significant environmental effects arising from the SPD.</p>	No
(d) environmental problems relevant to the plan or programme; and	The Local Plan SA (incl. SEA) identifies climate change mitigation as a global issue. Through	No

**Parking Standards SPD
Strategic Environmental Assessment Screening Report**

	<p>providing further guidance and reinforcing relevant parts of policies CT10 and CT6 in Plan:MK, the SPD will help developers develop schemes provide sufficient vehicle parking, additional cycle parking and low emissions vehicles infrastructure, thereby supporting wider sustainable and safe transport objectives, as set out in policies CT10 and CT6 of Plan:MK. As such, the SPD will encourage use of more sustainable modes of travel, thereby reducing the contribution of development to the factors, such as atmospheric greenhouse gas and particulate levels, which partly drive anthropogenic climate change.</p>	
<p>(e) the relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste management or water protection).</p>	<p>The SPD will complement and support existing policies in Plan:MK relating to the environment, as well as the efficient use of land and resources objectives touched upon in our Waste Development Plan Document (2007-2026). Policies CT6 and CT10 in Plan:MK, which the SPD provides additional guidance for, support the efficient use of land and safe and attractive design of developments to meet wider sustainable transport objectives.</p>	<p>No</p>
<p>2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:</p>		

**Parking Standards SPD
Strategic Environmental Assessment Screening Report**

<p>(a) the probability, duration, frequency and reversibility of the effects;</p>	<p>As above, policies CT10 and CT6 will help reduce the environmental impact of new development in Milton Keynes, on the factors which contribute to climate change and support transitions to sustainable transport systems. As such, any effects of the policy will not be significant, and any effects that do arise will be positive for the environment.</p>	<p>No</p>
<p>(b) the cumulative nature of the effects;</p>	<p>There are no likely cumulative effects that would result from the production of the SPD. It provides further guidance to policies CT10 and CT6 of Plan:MK. The policies aim to provide sufficient, well designed, safe and attractive parking within new development and support use of low emissions vehicles and increase cycling within/to/from new developments, thereby mitigating climate change.</p>	<p>No</p>
<p>(c) the transboundary nature of the effects;</p>	<p>Due to the interconnectedness and global nature of the carbon cycle, policies CT10 and CT6 of Plan:MK have some indirect transboundary effects. However, as above, the focus of the policies is supporting a transition to sustainable transport systems. Therefore, it is considered that the environmental effects of the SPD will not be significant. Indeed, due to the focus on electric</p>	<p>No</p>

**Parking Standards SPD
Strategic Environmental Assessment Screening Report**

	vehicles and increasing cycle parking standards, the effects will be positive.	
(d) the risks to human health or the environment (e.g. due to accidents);	The SPD will not result in any risk to human health or the environment. It provides further guidance to policies CT10 and CT6 of Plan:MK, which aim to ensure that developments provide the correct infrastructure to support the rollout and use of low emissions vehicles and support transition to sustainable transport systems, thereby reducing lifetime carbon emissions and mitigating climate change.	No
(e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);	The spatial extent of policies CT10 and CT6 of the Local Plan is the Borough boundary; therefore, the spatial extent and relevance of the SPD to new development will be the Borough boundary. Therefore, while as noted above some indirect transboundary effects would arise, these effects are positive, and in any case, have already been found to be acceptable by the Plan:MK SA.	No
(f) the value and vulnerability of the area likely to be affected due to – . (i) special natural characteristics or cultural heritage; (ii) exceeded environmental quality standards or limit values; or. (iii) intensive land-use; and	The value and vulnerability of the area covered by the SPD has already been considered as part of the SA (incl. SEA) of Plan:MK. The SPD reinforces the aims of policies CT10 and CT6 in Plan:MK for new development to support sustainable transport systems. It contains no plans to intensify existing	No

**Parking Standards SPD
Strategic Environmental Assessment Screening Report**

	or proposed land uses or specify the spatial location of different land uses.	
(g) the effects on areas or landscapes which have a recognised national, Community or international protection status.	The SPD would not in itself result in effects on any such areas or landscapes. The SPD would not in itself lead to development or allocate sites for development. As above, the SPD will provide further guidance on and reinforce policies CT10 and CT6 of Plan:MK, which aim to ensure that developments provide the correct infrastructure to support the rollout and use of low emissions vehicles and support sustainable transport systems. Any impact on any recognised sites arising from development within Milton Keynes will continue to be considered through the determination of development proposals.	No

**Parking Standards SPD
Strategic Environmental Assessment Screening Report**

Appendix 2

Policy CT10 of Plan:MK (2019)

PARKING PROVISION

- A. Development proposals should meet the following parking requirements:
1. All development should meet the Council's full parking standards, unless mitigating circumstance dictate otherwise.
 2. On-site parking should not be reduced below the Council's full expectations if this would increase additional pressure in off-site parking that could not be resolved by on-street parking controls.
 3. Parking areas should be well designed in terms of safety, circulation, appearance and assist access by pedestrians and cyclists.
 4. All residential, retail and employment uses should provide electric vehicle charging points (EVCPs) in accordance with the current Milton Keynes Parking Standards and provide a forward-thinking approach. For locations of rapid and fast charging points see policy CT6 D.

Parking Standards SPD

Strategic Environmental Assessment Screening Report

Appendix 3

Policy CT6 of Plan:MK (2019)

LOW EMISSION VEHICLES

- A. The Council will maximise the use of sustainable transport in developments, and support low carbon public and personal transport such as electric cars and buses.
- B. The Council will require new facilities for low emission vehicles to be integrated into new major development schemes where local centres are proposed.
- C. All new developments will be required to provide electric charging points in line with standards set out in the Milton Keynes Parking Standards.
- D. Rapid and fast charging points will be located throughout Milton Keynes as well as at key locations including Central Milton Keynes, employment sites, railway stations, major retail and visitor destinations, outside schools, local centres and car parks.
- E. To maximise the use of sustainable modes of transport, new residential developments will be required to provide electric charging points, at a rate of 1 charging point per dwelling at each dwelling.