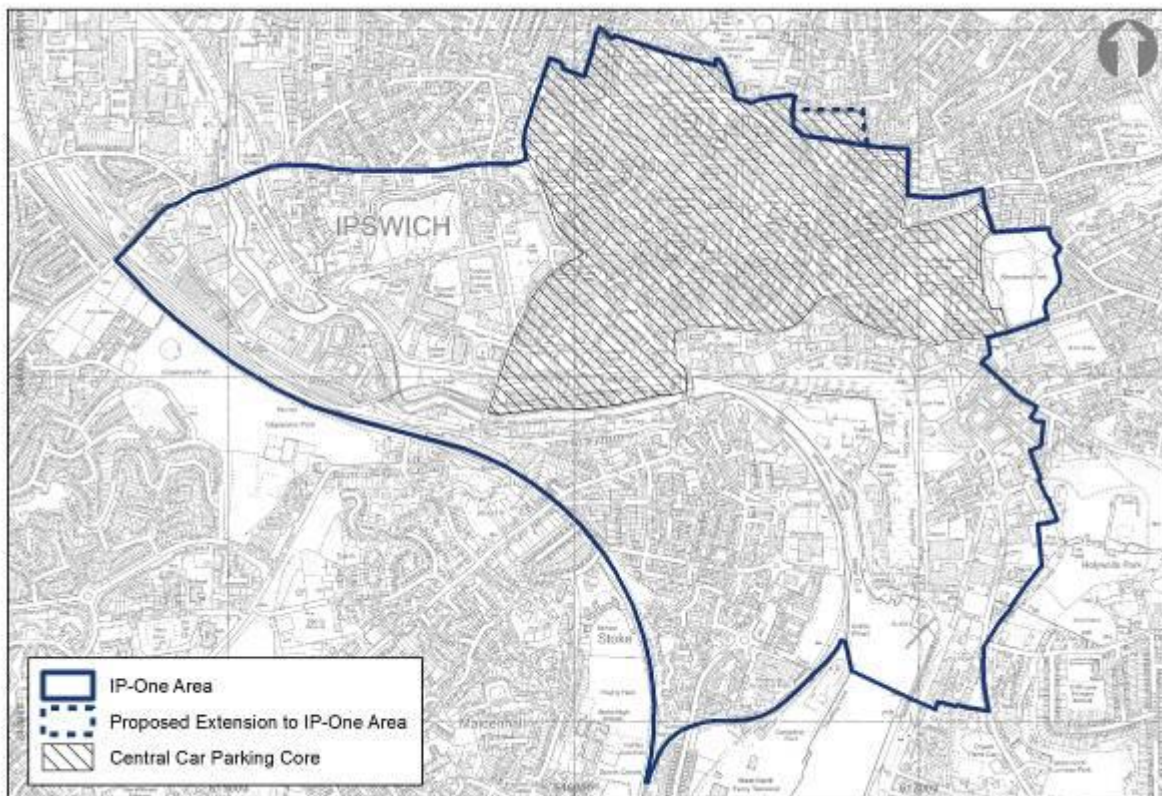


## Parking Standards for the IP-One Area Supplementary Planning Document – Call for Ideas

The Council is preparing a Parking Standards for the IP-One Area Supplementary Planning Document (SPD). The SPD will provide additional guidance to policies contained in the Ipswich Local Plan (currently the Core Strategy and Policies development plan document 2011). Further information on the Local Plan can be found at [www.ipswich.gov.uk/localplan](http://www.ipswich.gov.uk/localplan). The SPD will not set new policies but will be a material consideration in taking decisions on planning applications. The Council has already adopted a number of SPDs which can be found at [www.ipswich.gov.uk/content/current-and-proposed-supplementary-planning-documents](http://www.ipswich.gov.uk/content/current-and-proposed-supplementary-planning-documents).

The IP-One area is shown on the map below. The IP-One area is set out in the adopted Core Strategy and Policies development plan document (2011) and an extension to the area is proposed through the emerging Core Strategy and Policies development plan document review and the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document. The emerging Site Allocations and Policies (Incorporating IP-One Area Action Plan) development plan document also defines the central car parking core.



Map: IP-One Area, proposed extension to IP-One Area and central car parking core.

Policy DM18 of the adopted Core Strategy and Policies development plan document states that development is required to comply with minimum car parking standards for residential development outside of the IP-One area, reduced maximum car parking standards for residential development within the IP-One area and maximum car parking standards across the Borough for non-residential uses. 'Standards' in this respect relates to the number of spaces required. Reduced maximum standards for residential use are considered to be appropriate within the IP-One area due to proximity to a range of employment, shopping and other facilities and frequent public transport provision. Policy DM18 also states that a central

parking core will be defined and within this only operational car parking will be permitted in connection with non-residential development. This policy approach is being continued through the Core Strategy and Policies development plan document review which is anticipated to be adopted in early 2016.

Suffolk County Council published the [Suffolk Guidance for Parking](#) in November 2014 which contains standards for vehicle and cycle parking, as well as guidance on parking design. In relation to car parking these standards are expressed as minimum standards for residential uses and maximum standards for non-residential uses. The Suffolk guidance was adopted by Ipswich Borough Council in February 2015 along with a commitment to set maximum standards for residential development in the IP-One area through the Space and Design Guidelines Supplementary Planning Document. Following drafting of the Space and Design Guidelines Supplementary Planning Document it has become apparent that the parking standards would be best set out within a separate document.

The Suffolk Guidance for Parking sets minimum standards for residential development of 1 car parking space per 1 bedroom dwelling, 1.5-2 spaces per 2 bedroom dwelling (depending on whether parking is communal or within the curtilage), 2 spaces per 3 bedroom dwelling, 3 spaces per 4 bedrooms dwelling and 1 space per retirement dwelling, plus 0.25 spaces per dwelling for visitor parking. Please refer to the Suffolk Guidance for Parking for full details. These standards apply outside of the IP-One area.

The Suffolk Guidance for Parking sets maximum standards for non-residential development which include a standard of 1 car parking space per 16m<sup>2</sup> for food stores less than 1,000m<sup>2</sup>, 1 space per 20m<sup>2</sup> for other retail uses and financial and professional services, 1 space per 5m<sup>2</sup> of public floor space in restaurants, cafes and drinking establishments and 1 space per 30m<sup>2</sup> per B1 business use (offices and light industry). Please refer to the Suffolk Guidance for Parking for full details including standards for other non-residential uses. These standards apply outside of the central parking core.

The scope of the Parking Standards for the IP-One Area SPD therefore relates to setting maximum standards for car parking for new residential development within the IP-One Area and to defining appropriate standards for operational car parking in connection with non-residential uses within the central car parking core. Such standards should be reflective of the IP-One area being a highly accessible part of town with good public transport links and a mix of housing, jobs, services and facilities all located within close proximity, whilst accepting that car use may be the only realistic option for some journeys. There are four Air Quality Management Areas within the IP-One area and reducing car use is an important way in which air quality issues can be addressed. In addition, there is a finite and limited amount of land within the IP-One area and when setting parking standards consideration should be given to how this can be used most effectively.

At this stage we are asking for ideas on what the SPD should contain within this scope. This consultation is being carried out under Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012. Following this initial Call for Ideas consultation, there will be a public consultation on the draft SPD which is anticipated to take place during Autumn 2015.

We would appreciate any ideas you may have on the content of the SPD – the questions and suggestions below may act as useful prompts.

- What should the maximum car parking standards for residential development in the IP-One area be? It is suggested that a maximum of 1 space per dwelling may be appropriate or 2 spaces where garages of a sufficient size are to be provided and allow suitable driveway space for parking.

- What should the maximum standards for operational car parking connected with non-residential development in the central car parking core be? It is suggested that 10% of the maximum requirements contained in the Suffolk Guidance (see above) may be appropriate.
- In what instances would lower standards, or no requirement, be appropriate?
- How should the standards be applied in relation to mixed use development?
- How should the standards be applied in relation to an increase in residential development in the IP-One area?
- Are there any particular design considerations relating to parking in the IP-One area?

Please send us any comments by **Monday 17<sup>th</sup> August 2015**. A comments form is available on our website at [www.ipswich.gov.uk/consultations](http://www.ipswich.gov.uk/consultations). If you would like further information, please contact Felicia Blake on 01473 432019.